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THE
BICYCLING
FOUNDED
-1877-
WORLD
and **MOTORCYCLE REVIEW**

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. LIII
No. 1

New York, N. Y., Saturday, March 31, 1906.

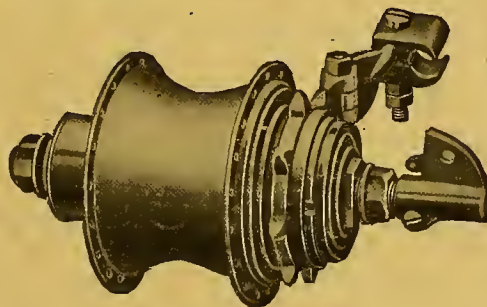
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Two-Speed Coaster Brake
will

SUBTRACT from the work and **ADD** to the pleasure
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IT REMOVES THE "SAMENESS" FROM CYCLING.

**Affords a high gear,
a low gear, a
coaster and a brake.**



**Applicable to
any chain bicycle,
old or new.**

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is able to make the most of a good thing when it is placed before him.

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THE STANDARD COMPANY,

**Makers also of Diamond E Spokes, Standard Pedals and Star and Sager Toe Clips,
TORRINGTON, CONN.**

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Quality,
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Comfort,
Safety.



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HARTFORD,
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For
Bicycles,
Motorcycles,
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Carriages,
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Tricycles,
Wheel Chairs,
Etc.]

THE GREAT KAUFMANN ROUPE.

March. 1st 1906.

Hartford Rubber Tyre Co.
Hartford Conn.

Gentlemen.

I now write in favour of your Single Tube Tyre's, which I strongly wish to recommend, having used them for the past six years, with, at least, six hours hard riding daily. I also wish to mention, that there are three Kaufmann Troupes, all of which are using the above mentioned Tyres to their entire satisfaction. At present, I may add, that we carry eight-people on one wheel, which is an enormous strain, on the Tyre, being a weight of 11.00 lbs. Trusting that the above letter, will meet with your approval

Very truly yours Kaufmann Troupe.

Get Ready

for the

Spring Replacements

DEFENDER
SPECIAL



NEW
OXFORD

are always in
PRIME DEMAND

for that sort of work.

Have you a supply of them in stock?

KOKOMO RUBBER COMPANY

KOKOMO, IND.



Our Factory has recently been visited by fire, which will slightly delay our Bicycle output, but by April 15th, we will be able to make full and prompt deliveries.

THE GEORGE N. PIERCE COMPANY,

752-758 Main Street, BUFFALO, N. Y.



Hudson Bicycles and D. & J. Hangers



SUITS ALL RIDERS, AND EVERY **HUDSON RIDER** IS AN ENTHUSIASTIC ADVERTISEMENT

PRICES

Model 302.....	\$50.00
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" 311.....	\$30.00
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GET THE HUDSON AGENCY AT ONCE, TOMORROW MAY BE TOO LATE.



HUDSON MFG. CO., Hudson, Mich.





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1906

LINES THE FINEST EVER OFFERED.

COLUMBIA,	\$40 to \$100
CLEVELAND,	40 to 75
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RAMBLER,	40 to 60
CRESCENT,	25
HARTFORD,	25
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Apply now for Agency.

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To Get Busy and Keep Busy

YOU SHOULD HANDLE

THE RACYCLE

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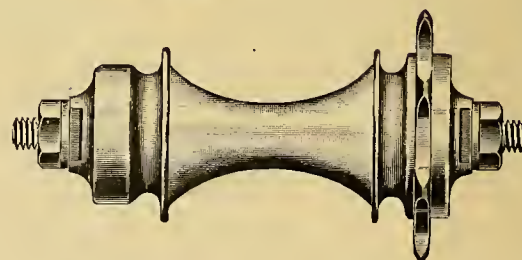
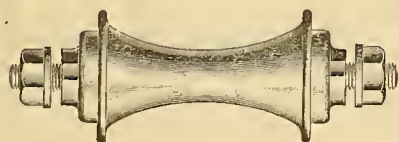
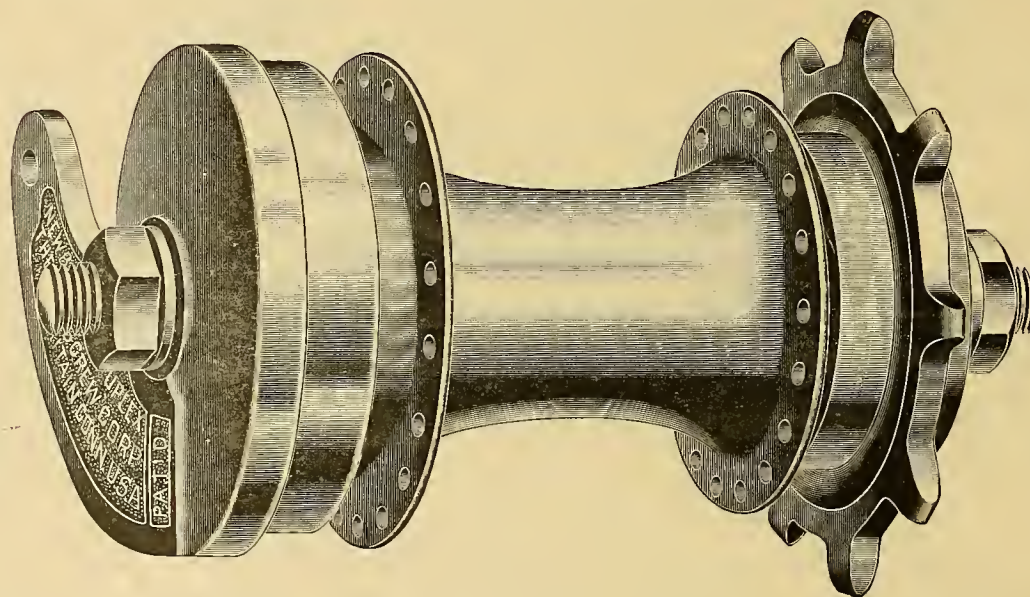
For Beauty, Finish, Durability and Value.

THE MIAMI CYCLE & MFG. CO.,

MIDDLETOWN, OHIO.

The Call for the Corbin

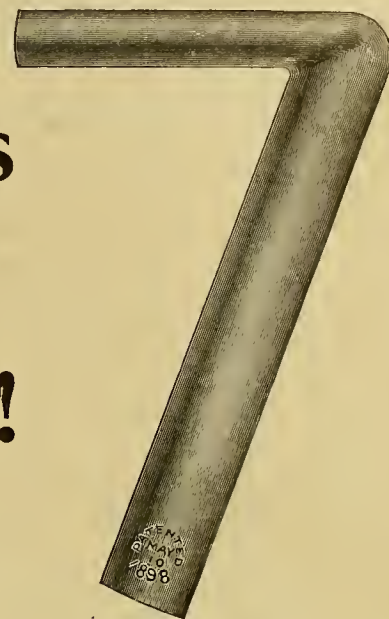
on the part of the riders is already beginning. It behooves the dealer who has not already done so to make ready for it. The call is always large and profitable.



FRONT HUBS TO MATCH.

CORBIN SCREW CORPORATION

New Britain, Conn.



**Manufacturers
and Jobbers**

TAKE NOTICE!

The REPAIR SEASON is
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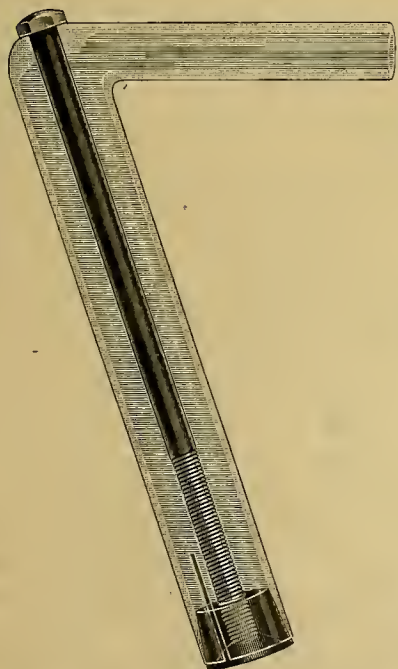
Are you prepared?

STANDARD BICYCLE PARTS

have a name and a
reputation.

NONE BETTER.

**THE STANDARD
WELDING Co.,
Cleveland.**



Western Representatives:
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1064 Monadnock Block,
CHICAGO.

Eastern Representative:
L. D. ROCKWELL,
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NEW YORK.

WANTS AND FOR SALE.

.5 cents per line of seven words, cash with order.

FOR SALE—Marsh Motorcycle 1905, almost new, \$110.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00. Rambler 1904, \$125.00. Complete stock of Indian and Rambler parts in stock. Home trainers to hire. **TIGER CYCLE WORKS CO.**, 782 Eighth Avenue, New York.

FOR SALE—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

FOR SALE—One 2-cylinder Indian, like new, \$250; one 1905 Indian with heavy spokes, \$150; Tandam attachment, \$100; Reading Standard Racer, like new, \$160; Rambler Motorcycle, new, \$150; Indian Motorcycle in good condition, \$125. **F. A. BAKER & CO.**, 1080-1082 Bedford Avenue, Brooklyn; 20 Warren St., New York.

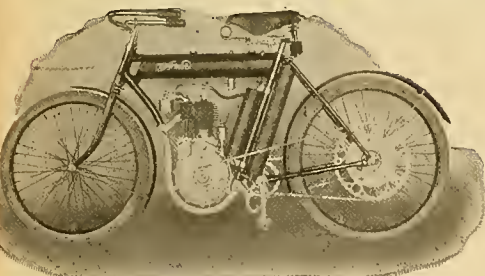
FOR SALE—Second-hand motorcycles. Send for list No. 102, containing 70 machines, from \$35.00 up. **HARRY R. GEER CO.**, 1014 Pine St., St. Louis, Mo.

FOR SALE—New Kelecom Motor, 2½ H. P. Wholesale price, \$75, will sell for \$35. **CAMPBELL MOTOR CO.**, New Haven, Conn.

FOR SALE—Home trainers, first-class condition; two sets, large dial, two hands for racing, rollers built up and ball bearing. \$25 F. O. B. New Haven. **CAMPBELL MOTOR CO.**, New Haven, Conn.

FOR SALE—United States Patent No. 245,236, covering a practical pump for automatically inflating tires; no reasonable offer refused. **P. J. MCGINN**, Salisbury, Rhodesia, South Africa.

HAVE YOU SEEN



The **ARMAC** Chain Drive
that can be changed to Belt Drive in five minute's time!

The **"BROWN YIELDING GEAR"**

permits the use of a **DIRECT CHAIN** drive
with any size motor.

"If It Was a Chain Drive" } "I Would Order"
"If It Was a Belt Drive" }

DEALERS AND AGENT—This question never loses a sale for you when you handle the **ARMAC**.

Both Transmissions With the One Machine and
SIX CHANGES OF GEAR.

Full information and terms for the asking.

ARMAC MOTOR CO.,
472 Carroll Ave., Chicago.

HIGH GRADE

wheels must have the
best equipments,

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN
ROLLER

**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING**

The only chain having **Frictionless
Rocking Joints**. Insist on having the
Morse Twin Roller Fits regular
sprockets.

Send for Catalogue and
Trade Price to

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BICYCLES

AND

SUNDRIES

Prices Right.

146 North 4th Street, Philadelphia, Pa.

BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,

45-47 Fulton Street, Chicago.

write for terms.

Forsyth Mfg. Co.

BUFFALO, N. Y.

Manufacturers of

**CHAIN GUARDS AND BRACES:
COASTER BRAKES AND PEDALS**

WHEN YOU SAY

SPLITDORF COIL
TO A MOTORCYCLIST

his face lights up. He knows it has been proved
the best that money can purchase.

C. F. SPLITDORF,

17-27 Vanderwater Street, New York.

Those who have used them
most will tell you that
Duckworth Chains
are the most satisfying
chains ever applied to
Bicycles or Motorcycles
**DUCKWORTH
CHAIN & MFG. COMPANY**
Springfield, Mass.

The Week's Patents.

813,926. Gas Engine Sparker. Andrew
P. Tallmadge, Washington, D. C. Filed
Mar. 18, 1905. Serial No. 250,829.

Claim.—1. As an article of manufacture,
the spark-advancer comprising a block ad-
apted to be mounted and rock on a journal
and having a longitudinal slideway, a box
through which the sparker-actuating rod is
adapted to reciprocate, said box confined
in said slideway, and means for adjusting
said box longitudinally of said slideway
and holding the same in the desired ad-
justment, substantially as described.

813,934. Protective Cover for Pneumatic
Tires. Josef Albers, Aix-la-Chapelle, Ger-
many. Filed Apr. 7, 1905. Serial No. 254-
415.

Claim.—An improved protective cover
for pneumatic tires of cycles of all kinds,
composed of one single, continuous piece
of leather adapted to inclose the entire
outer surface of the pneumatic tire, includ-
ing the reinforcements in the wheel-rim
and vulcanized with the said tire and secur-
ed in the wheel-rim, reinforced internally
by a lining of crescent shape in cross-sec-
tion, secured to the outer cover by double-
pointed internally-clenched rivets, present-
ing outwardly heavy heads on the thread
surface, substantially as described.

813,937. Cycle Lock. Karl Ballod, Riga,
Russia. Filed Nov. 18, 1904. Serial No.
233,365.

Claim.—1. A cycle-lock comprising two
clamps adapted to be attached to the bars
of the frame of a cycle, a spring-actuated
bolt pivoted on one of said clamps, a casing
containing a lock carried by the other clamp
and a swinging attachment to said casing,
said lock being provided with spring-actu-
ated means for holding said bolt when swung
into contact therewith, and with means for
holding said lock open after it has been
opened by a key, substantially as described.

"The A B C of Electricity" will aid you
in understanding many things about motors
that may now seem hard of understanding.
Price, 50 cents. The Bicycling World Pub-
lishing Co., 154 Nassau street, New York.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

THE WILSON TRADING CO.

TIRES

121 Chambers Street, NEW YORK

AUTOMOBILE
AND
BICYCLE SUPPLIES

Send for 1906 Catalogue.

THE KELSEY CO., Buffalo, N. Y.



SUBSTITUTION MAKES BIGGER PROFITS?

Suppose you do make two per cent. or even twenty per cent. more? Is not your extra time and talk worth anything? How about the dissatisfied customer? What about future sales?

3 in One

is the only oil for lubricating, cleaning, polishing, and preventing rust, and the only oil that sells itself—it is advertised everywhere—it is so good people always want more. Ask your jobber.

G. W. COLE COMPANY,

145 Broadway, New York City.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, INC. Price list sent on application.

SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

28-32 Rose St., New York, U. S. A.



"The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages. 50 Cents Per Copy.

THE MOTOR WORLD PUBLISHING COMPANY
154 Nassau Street, NEW YORK.



The Sartus Ball Retainer

(Brought Out in 1896)

The ORIGINAL and the BEST

This retainer is manufactured by the Sartus Ball Bearing Company, under U. S. Patents Nos. 576,500, 611,689 and 799,068, which cover all ball retainers having a single row of standards rising from the base at one margin and extended to overhang the base. All other manufacturers of such ball retainers are infringers, and users of such retainers made by other manufacturers are warned against continuing such use. DON'T BUY A LAW-SUIT.

THE SARTUS BALL BEARING CO.
155 Spring Street, New York City.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information, which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U.S.A.



Pressed Steel Bicycle Fittings,

Lugs, Clusters, Tees, Heads, Head Sets, Hubs, Fork Ends, Chain Adjusters, Crowns, Head Shells, Cones, Ball Cups and Retainers.

Light and Heavy Metal Stamping and Cold Forging, Ball Bearings, Stove Trimmings and Sheet Metal Specialties, Automobile and Electrical Fittings.

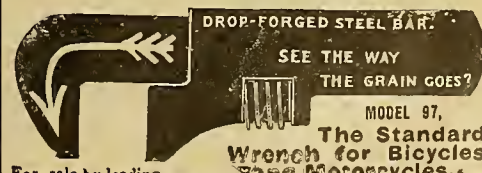
Worcester Pressed Steel Company, Worcester, Mass.

Successors to Worcester Ferrule & Mfg. Co.

MAIN OFFICE AND FACTORY:
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Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.



For sale by leading jobbers everywhere. MODEL 97, The Standard Wrench for Bicycles and Motorcycles.



KELLY BARS



Appeal

To All Manner of Men, also Women.

THEIR ADJUSTABILITY

AFFORDING

25 CHANGES OF POSITION

LEAVES NOTHING TO BE DESIRED.

And Kelly Quality Always has been Top Notch.

CATALOGUE ON REQUEST.

KELLY HANDLE BAR CO., - - Cleveland, Ohio.

Goodyear Cushion Pneumatic



The most durable bicycle tire made. There is a steadily increasing demand for this tire and every dealer should carry them in stock; merely showing a section will often make a sale and a satisfied customer.

Send us your name and address so we can forward sections.

GOODYEAR TIRE & RUBBER CO., Akron, O.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, March 31, 1906

No. 1

STRICT ON SECOND HANDS

Denver Adopts a Code to Check Theft— Sales and Repairs Reported.

Denver, Colorado, has tackled the problem of cycle stealing and will make an attempt to control or to keep tabs on the second-hand business done in that city. The city council has passed an ordinance that seems drastic in its provisions, but it is one which, perhaps, will go a long way toward breaking up disreputable houses that cater to the thieving element and act as fences for stolen bicycles. In the future if a person in that city has his cherished mount purloined, he or she will only have to go to the chief of police, state the make and number of the missing machine, and if it still remains in the city it will be an easy matter to locate it or find some clue that will lead to its ultimate recovery.

According to the provisions of the ordinance which was passed by the council, all dealers who do a business in second-hand bicycles in Denver are required to pay an annual license fee of \$10, and to file with the chief of police a record of every second-hand wheel which they may purchase. Every time a repair is made upon a machine, no matter what it is or how small, the number of and the make of the wheel must, with a description of the repair, also be filed with the police officials. When a wheel is enameled, that, too, must be reported to the officials.

Up to date, upwards of thirty-five second-hand dealers have complied with the license provisions, which shows what an amount of business of this character is done in Denver. The measure is, no doubt, somewhat drastic, and perhaps a few of the dealers made strenuous objections to its passage, but it is one which will make bicycle thieving in Denver a perilous thing for both the thief and the dealer who knowingly or unknowingly, as the case may be, allows his house to become a repository for stolen bicycles. Which leads up to the supposition that hereafter Denverites may close their eyes at night with the calm assurance that their cherished mounts will not be made away with before morning, or if it should be, the dealer to whom it is offered will immediately report to the police.

The Retail Record.

Bay City, Mich.—Graves Brothers; new store.

Woburn, Mass.—William H. Luck; shop destroyed by fire; damage \$2,000.

Logansport, Ind.—Barnhart bicycle store, fire; \$1,000 damage; insurance not stated.

Pittston, Pa.—Fred Schussler, store destroyed by fire; loss, \$800; insurance, \$300.

Toledo, Ohio.—Frank Mutz and L. A. Miller, dissolved partnership. Muntz continues.

White Incorporates in Camden.

Papers have been taken out for the White Motor Co., at Camden, N. J., with \$150,000. It is stated that the company will manufacture motors and cycles. The incorporators named are J. W. White, of Philadelphia; C. F. Woodhull and C. S. King, of Camden.

Willys Buys Owego Business.

The Willys Co., Owego, N. Y., has been incorporated with \$6,000 capital, to take over the Strong bicycle business in that city. J. N. Willys, of the Elmira Arms Co., is the moving spirit of the new company. His fellow directors are J. T. Skehan and C. L. Latin.

Morrow Goes to Europe.

A. P. Morrow, superintendent of the Eclipse Machine Co., is now in Europe, combining some pleasure with considerable business, chiefly, it is understood, relating to coaster brake patents. He will remain abroad some little time.

Simmons to Open in Oklahoma.

The Simmons Hardware Co., St. Louis, who job bicycles on a considerable scale, are making ready to establish a branch house in Oklahoma City. Contracts for a three-story fire-proof structure already have been let.

Berkshire Becomes a Corporation.

The Berkshire Cycle & Automobile Co., North Adams, Mass., was incorporated this week under the laws of that State with \$5,000 capital. W. G. Parker figures as the treasurer of the concern.

CONFEREES MEET IN TOLEDO

Cycle Makers and Parts Men Outline Publicity Plans—Report Next Wednesday.

When the Cycle Manufacturers' Association meets in Buffalo on Wednesday next, it is likely that there will be "something doing" of a character that is of general interest.

Promise of the sort is held out by the meeting held last week in Toledo by the conference committees of the C. M. A. and the Cycle Parts and Accessories Association. While the exact nature of the conferees' report will not become public property until Wednesday next, it is known that the matter of publicity was one of the chief topics of the discussion and that a plan of campaign and the best means of providing the sinews of war were at least outlined. It will be, of course, submitted to the Buffalo meeting.

The parties to the Toledo conference were Harry Walburg, Miami Cycle & Mfg. Co.; Frank E. Southard, Toledo Metal Wheel Co., and F. C. Gilbert, Pope Mfg. Co., representing the Cycle Manufacturers' Association, and H. S. White, Shelby Steel Tube Co.; W. S. Gorton, Standard Welding Co., and D. S. Troxel, Troxel Mfg. Co., representing the Cycle Parts and Accessories Association. The latter organization is due to meet in Buffalo on May 9, as was stated in the Bicycling World, but not a few members of it probably will be found in the "offing" when the bicycle manufacturers get together on Wednesday.

Fire Damages Two Chicago Concerns.

Fire in the five-story building at 80 to 84 Michigan avenue, Chicago, Ill., last Saturday afternoon, 24th inst., which was being reconstructed for the Goodyear Tire and Rubber Co., and the Beckley-Ralston Co., dealers in supplies, caused a loss of \$100,000. These two concerns were just moving in, otherwise the loss would have been much greater. The flames were first discovered in the salesrooms of the tire company, but the building was reduced to a mass of ruins so quickly that it was impossible to tell where the fire originated.

EXPORTS GO UPWARD AGAIN

February Responsible for Biggest Increase in Years—Where the Goods Went.

Following the pace set by January, the shortest month in the year has not only greatly exceeded the mark set by its predecessor, but when compared with February of the year previous exhibits what nowadays may be styled a phenomenal increase—a jump from \$92,524 to \$223,947, or a clear gain of \$131,000 in round numbers. In detail the report reveals a complete reversal of form in every important market.

For instance, the United Kingdom marks an increase from \$16,760 to \$37,898; Germany from \$7,549 to \$28,572—something unprecedented since that time when the Teuton awoke to the fact that he could imitate with cheap labor and American automatic machinery cheaper than he could buy; Netherlands jumped from \$5,392 to \$37,270, and Other Europe establishes a record by soaring from \$9,622 to \$56,014. In the Far East, Japan is also beginning to look up again, her total having risen from \$16,505 to \$29,162. Where the period of eight months ending with February is concerned the results are not indicative of the same heavy percentage of gain, but it is significant that here also a decided upward trend is manifest, the gain over the same period of 1905 amounting to almost \$150,000. For this period the totals were \$1,224,700 in 1904, \$726,754 for 1905, and \$870,758 for 1906. Many of the smaller markets show a consistent upward trend that has been free from fluctuation for some time. Such are Mexico, Cuba and Argentine. While small in themselves, seldom exceeding the \$10,000 mark in a month, in the aggregate they reach a respectable total that is constantly growing.

The report in detail follows:

Exported to—	February— 1905.	February— 1906.	Eight Months Ending February— 1906.	1904.	1905.	1906.
United Kingdom	\$16,760	\$37,898	\$159,401	\$104,722	\$108,376	
Belgium	2,471	3,785	28,175	24,487	16,629	
France	3,036	1,299	37,465	19,126	27,221	
Germany	7,459	28,572	65,420	26,152	71,779	
Italy		467	36,213	13,152	22,793	
Netherlands	5,392	37,270	72,243	29,360	108,560	
Other Europe	9,622	56,014	103,128	66,203	141,339	
British North America	11,407	7,504	64,590	52,356	27,674	
Central American States and British Honduras	181	501	1,775	3,126	4,760	
Mexico	3,410	6,368	27,366	28,999	51,394	
Cuba	2,172	2,315	11,260	24,250	25,592	
Other West Indies and Bermuda....	1,712	2,136	20,081	19,871	15,931	
Argentina	367	2,574	9,733	11,522	12,627	
Brazil	556	376	8,320	8,338	5,365	
Colombia	160	354	843	3,216	2,887	
Venezuela	47	39	480	301	667	
Other South America	618	726	11,759	8,544	8,335	
Chinese Empire	935	1,613	10,919	10,297	6,092	
British East Indies	432	194	16,981	5,872	3,903	
Hongkong		91	7,903	2,457	584	
Japan	16,505	29,162	254,062	140,718	126,675	
British Australasia	6,212	3,807	228,406	100,254	67,705	
Philippine Islands	695	25	19,171	3,246	4,889	
Other Asia and Oceania	2,108	497	13,598	15,557	7,239	
British Africa	51	254	9,507	1,769	1,361	
All other Africa	216	70	5,901	2,809	390	
Other Countries				50		
Total	\$92,524	\$223,947	\$1,224,700	\$726,754	\$870,758	

Why the Puncture Preventer.

Nail finders or puncture preventers for bicycle tires are neither new nor novel, but somehow or other, they failed to meet with any ready acceptance on the part of the cyclist generally, even when they did possess both these qualifications. They happened to constitute an exception to the general success of the great mass of odds and ends, many of which had little or no excuse for existence, and with which the market was literally flooded some years ago. There were few of these products of perverted genius that did not succeed in attaining a certain measure of popularity, though the latter often proved fleeting.

But the puncture preventer never had its day and probably never will. The idea has been resurrected by a German manufacturer who has embodied it in a feather-weight form—aluminum and celluloid—the former material as the frame and the latter to come in contact with the tire. The celluloid is, of course, the business end of the device, for its function consists of scraping off any foreign matter, such as glass or nails, that has started to imbed itself in the rubber, before it has time to be driven through. It is generally considered that several revolutions of the wheel are necessary to drive an object clear through a tire—hence the puncture preventer.

Correct Adjustment of Contacts.

Few motorcyclists realize what a marvelous difference may be brought about by a correct adjustment of the contact breaker. Sometimes not more than a quarter or half a turn of the adjusting screw will make all the difference in the world. Once set it is the better part of discretion to let it alone as long as it runs well. When the motor refuses to start or begins to misfire is time enough to "take notice."

USES OF FRENCH CHALK

Many Ways in Which it May be Employed to Facilitate Tire Work.

"One of the most remunerative purchases a cyclist or motor cyclist can make is half a pound of French chalk, costing about ten cents, and at this time of the year is about the best for such an investment," says a foreign authority. "It is not that the article itself varies with the season, but its value differs in accordance with when it is used. Riders generally find a small box of French chalk in their repair outfits; use half of the supply on the first puncture, waste nearly all the rest, and trust to luck for the next puncture. Let the wise rider, therefore, follow this advice, and get a supply of French chalk right now. If his machine is one that has seen some service let him take off the covers of the tires and put a couple of teaspoonfuls of chalk inside, shaking it round, and, if possible, rubbing it in. Any excess can be shaken out, but even if left in cannot do any harm.

"In the majority of cases, when a tire has not been removed from the rim for some time, its removal will be somewhat difficult, especially if the tube has stuck to the cover; but having got it off put in the chalk and note how easily the cover goes back into its place. If the chalk has been dispensed with a lavish hand some of it will have found its way into the rim, and its effect will be noticeable in the ease with which the beads slip under the edges of the rim or the wires take up their correct position. In riding the tire, although no advantage can be noticed, there is a distinct benefit from the chalk, which provides a lubricant between the fabric and tube, between which there is a constant although slight relative movement. When the next puncture happens the cover comes off easily, the inner tube can be hauled forth at one sweep without fear of ripping it where it may have stuck to the cover, and if, after the patch is fitted, it is found that the outfit contains no chalk, the tube can be put back, with the certain knowledge that the chalk already in the cover will prevent sticking—in fact, it is better to chalk the cover than apply chalk to a patch soon after it is fixed, as it tends to dry the solution under the edges of the patch, and causes the patch to lift up. One good dressing with chalk will last a season or longer, and is well worth the little trouble entailed with either a new or old machine. In motorcycle tires, where the heat generated is very much greater than in bicycle tires, this treatment is an absolute necessity, as it not only prevents the cover sticking to the tube, but frequently prevents the tube being nipped—and, of course, the otherwise inevitable burst is also prevented. Make a note, gentle reader, to get some chalk to-day."

WHEN BATTERIES WEAKEN

Just What Causes the Weariness and the Recovery—Bubbles that Bring Trouble.

Just what happens to a dry cell when in the vernacular of the motorcyclist, it becomes "tired" and needs a rest before it will continue to produce a spark, constitutes an unfathomable mystery to the average man. He knows that its period of inaction simulates death very closely, and many a good dry battery has been thrown away and a new one bought, simply from ignorance of this peculiarity. Experience soon teaches that a rest and not a new battery is what is most needed. That much the motorcyclist who has passed his noviate is certain of, but what causes it to apparently "die" and what gives it the magic power of new life after a comparatively short period of inaction are well beyond the ken of most.

In the action of every primary cell—that is, one in which substances are combined to produce an electric current by purely chemical means, as distinguished from the secondary or storage cell into which energy is injected and redelivered by chemical means, a process is set up, technically known as polarization. As the dry cell is a primary cell this is what happens to cause its temporary defection when overworked. The dry cell is composed of a zinc or positive element forming the containing case, a carbon plate or negative element inserted into the centre of it, an absorbent substance such as sawdust or something similar to hold the active element and a solution of sal-ammoniac and water in a semi-fluid state. This forms a simple open-circuit cell complete, but with nothing else it would become polarized very rapidly indeed, as will be evident from the following.

When the circuit is closed in order to make use of the current, chemical action is immediately set up in the cell; the sal-ammoniac solution immediately attacks the zinc and produces hydrogen gas which is evolved in the form of myriads of small bubbles. Some of these escape from the cell without doing any harm, but by far the great majority instantly attach themselves to the carbon plate and in a short time it is completely covered and its surface is insulated from the action of the solution so that the cell ceases to produce a current. If the circuit then be broken the bubbles burst, the gas escapes and the carbon surface is once more exposed and the cell will resume action if called upon. This, in brief, is the cause and effect of what is known as polarization. In order to offset its effects as much as possible the space between the carbon and the zinc of the dry cell is filled, in addition to the absorbent material already referred to, with a mass of granulated manganese dioxide—a chemical with a very strong affinity for hydrogen gas. Just as many bubbles

are generated as if this depolarizing agent were not employed, but only a fraction of them reach the carbon as they have to come in contact with this substance first and are there absorbed. When the battery "lays down" it simply means that it has been worked beyond the capacity of this material to dissipate the hydrogen bubbles and if given a rest—at times only momentary, will throw them off and resume business.

France Offers Big Purses for Alcohol.

Despite the extended chemical researches that have been carried out by some of the world's most skilled investigators over a period of years, no approach seems to have been made to the discovery of an entirely satisfactory substance that may be employed to denature alcohol in order that it may be used as a fuel for the internal combustion engine. Many have been found and are used in large quantities in such countries as Germany, but the problem remains unsolved nevertheless. Wood or methyl alcohol is largely used in this connection for other purposes, but it would be difficult to select a substance worse fitted for use in the motor. It not only tends to corrode the metal and destroy the fine polish of the cylinder walls, but also burns on the valves in a crystalline deposit like brown sugar that is so hard as to make it difficult to chip off with a chisel. Some years ago the Russian government offered a substantial prize for the discovery of a suitable system for denaturing alcohol, but so far as known it never has been claimed.

Now the French government offers two prizes, one of \$4,000 for a substance, which, while cheaper than any of those now employed, will prevent any possibility of fraud, and another of \$10,000 for the invention of a system which will permit of alcohol being used for lighting purposes under the same conditions as gasoline. The nature of the problem that confronts the chemist or inventor who would attach either of the prizes only becomes apparent upon studying the conditions. First and foremost, the denaturant must have a smell and taste which will make the spirit unfit to drink and therefore such substances as rosmarin, aspic, laurel, essence of thyme and others of the kind must be rejected. The smell, however, must not be so strong as to prevent the use of alcohol for domestic and industrial purposes, wherefore acetylene and other strong smelling ingredients are struck out of the list. Soluble denaturants which leave deposits, such as salt, sulphate of soda, alum, picric acid, tobacco juice and a variety of chemical and other ingredients naturally can not be considered. It must not be more or less volatile than the alcohol itself, and thus allow of its being eliminated by distillation. In this category a whole list of ingredients is given from ether to gasoline and turpentine. Such substances as ammonia and sulphuric acid are eliminated because they act on the metal, and a long list of poisons is also rejected. It must be economical and be a commercial product.

"SORTING OUT" REPAIR SHOPS

F. A. M. Begins Work in that Direction—How Shops will be Classified.

Carroll Leroy Mosher, chairman of the Federation of American Motorcyclists' Committee on Transportation and Facilities, now has well in hand the work of "sorting out" motorcycle repairers and establishing a system of official repair shops—a work that is fraught with probabilities of great good alike to motorcyclists and to the young industry.

The system contemplates the issuance of first, second and third class certificates, the basis of the graduation being the experience of the respective repairmen and the facilities afforded by their shops.

Thus, a first-class certificate will imply that the holder is himself a motorcyclist of more than two years' experience, or has such in his employ, and that he is equipped to undertake lathe work and carries in stock extra parts and also such necessities as are enumerated.

A second class certificate will convey that the holder is a motorcyclist or employs one, but does not carry in stock any motorcycle parts or sundries, and is not equipped for lathe work.

A third class certificate will signify that the holder does not ride or sell motorcycles and is not experienced in their use and care, but has a lathe and may be able to render services in emergencies.

Practically all of the motorcycle manufacturers have given Chairman Mosher assurances of their interest and co-operation and placed him in the way of reaching all of their agents. Among the questions which they will be required to answer are the following:

Do you handle motorcycles and are you a rider or have you a motorcyclist in your employ? If so, for what length of time? Have you had experience in the care and repair of motorcycles? If so, to what extent, and what are your facilities? Do you carry any extra parts in stock, and if so, of what machines? Do you carry gasoline in stock? Do you carry batteries, spark plugs, engine oil, insulated wire, chain links, belt hooks or other such motorcycle necessities in stock? Have you storage room for one or more motor bicycles? If so, for how many, and what is your charge per 24 hours? Do you desire to be considered an applicant for a Federation repairer's certificate?

Notice is also conveyed that "proof of false or misleading replies will result in the withdrawal and cancellation of any certificate that may be granted."

When the shops are "sorted out" and graded it is, of course, the intention of the F. A. M. to compile the information and publish it in book form.

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NEW YORK, MARCH 31, 1906.

Singling Out the Skillful Repairer.

It is an important work that the Federation of American Motorcyclists finally has undertaken—that of singling out and compiling a list of experienced and competent motorcycle repairers and of endeavoring to raise the standard of the class. For as a matter of fact, motorcycling has suffered not a few slings and arrows as the result of the unskilled repair work that has been the rule rather than the exception.

The bicycle repairman, pure and simple, the automobile mechanic and the local electrician all have, on occasion, dabbled with motorcycle repairs and some sorry effects have resulted. The bicycle repairman probably is the best of the three types of workmen because he is more honest than the others, that is to say, in a majority of instances he will frankly admit that he knows little or nothing about motorcycles and one is therefore prepared to accept such service as he renders, with anticipations of possible sins of omission or commission.

The automobile mechanic and the electrician are, however, "birds" of another feather. Usually they profess knowledge which they do not possess, although their occupations naturally create more or less

faith in their ability. In truth, however, the average workman in an automobile establishment, despite his knowledge of gas engines, is too often a mere bungler when it comes to dealing with motorcycles, of which he knows nothing. He can spend more time "feeling" for and guessing at causes of distress and in awkwardly seeking them, than seems possible to the rider who has had no experience with the ilk, while the local electrician—well, his lack of information is absolutely astounding. The principles of electricity are unchangeable and their application is largely a matter of positions and angles, but when the average electrician undertakes to perform such simple services as locating a short circuit or rewiring a motorcycle, his study is lengthy and profound and his ways of accomplishment frequently are painful and wonderful to behold.

We have had personal acquaintance with each of these three classes of repairmen and speak from experience acquired at some expense. The fact of the matter is that no workman who has not had at least two years' experience with motorcycles is competent to render intelligent service. His first year usually serves to convince him how little he really knew of the subject. But even the one-year motorcyclist is a great deal better than the man who may know all about automobiles or about electric lights or electric door bells. To the motorcyclist, the latter at best can render but hit or miss service.

In making actual use of or acquaintance with motorcycles the basis of either a first or second class repairers' certificate, the F. A. M. has struck the keynote to the situation while the graduation into classes will serve as a spur to the workman who is truly interested in motorcycles. He will not rest content until he becomes of the first class.

Influence of the Bicycle.

While it is doubtless quite true that much of the success of the bicycle is due to the development of the ball bearing, it is also quite true that for the development of the principle of the anti-friction bearing in other lines, the engineering profession has to thank the cycle industry. For until the time of its popularization in the bicycle, few attempts, if any at all, had been made to apply it in other service. Its success in that field, however, seemed to point so strongly to its probable utility in other lines, that an even more complete study of its principles was made, resulting in its

present very general adoption. Modifications brought about by changes of conditions largely, have been necessary, but the principle—unchanged and unchangeable—is still to be credited to the bicycle.

Said Henry Hess, whose connection with the production of the annular type of ball bearing has placed him in a position of authority in the matter, speaking before a meeting of the American Society of Mechanical Engineers, in New York:

"Both ball and roller bearings are of hoary origin. The roller used under a block of stone by the ancient Egyptians and in exactly the same way under the skids in a crate containing the latest product of the modern machine shop show familiarly the advantages of the substitution of rolling for sliding friction.

"The early recognition of this advantage led naturally to many attempts at the employment of rolling elements in the journals of machines. Until relatively recent days such attempts have been chiefly failures—interesting, but failures nevertheless. The causes were simply imperfections in the shape of the rolling elements and their supporting surfaces, resulting in the loads being actually imposed on insufficient areas, though, theoretically, greater ones were provided.

"The bicycle is responsible for the widespread realization of the possibilities of the saving of work by ball bearings; without these it probably would never have had the vogue it acquired; the rider who remembers the difference in freshness at the end of a half day's tour on a wheel fitted with cone bearings and one fitted with ball bearings can bear eloquent witness."

While recognition of the far reaching influence of the bicycle from such a high source may be gratifying, the ball bearing is but one item of a very long list. The debt that the world owes to the bicycle is a prodigious one.

Raising False Hopes Abroad.

Because a half dozen Belgian four-cylinder motor bicycles have been sold in this country, one of the English prints throws a spasm of joy and urges the British manufacturers to forthwith "invade" America with their machines. "We are confident of their immense superiority over American productions," says the print in question, which then asks solicitously, "Will British manufacturers follow the lead of our Belgian friends before it is too late?"

Alas! for British hopes. We fear it is already too, too late. It would have been

CORRESPONDENCE.

too late last year and the year before and the year before that. Despite immense but misplaced confidence in the superiority of the British goods, their chance of success in America is akin to the chance of a small snowball on a large gridiron in Hades. Over here we passed up the British ice wagon type of motor bicycle about three years ago. The reason the four-cylinder Belgian has attained even its limited sale is due solely to the fact that four-cylinder Americans are not obtainable and that there is no "live" demand or real necessity for such machines.

It may profit our English cousins to learn that in this country there are several Belgian single-cylinder machines, also several French single-cylinder motorcycles and a few two-cylinder ones that can be purchased for mere songs. They were imported in the belief of their "immense superiority" and to their purchasers they have proved the most expensive "white elephants" in the form of cycles that ever passed through a custom house. They have been going begging for from one to three years.

Those motorcyclists who make a practice of attending to all the minor repairs needed by their mounts themselves learn much from experience, and sooner or later there is one fact that becomes indelibly fixed in their minds, and that is, given an explosive mixture in the cylinder and a spark, and there must be an explosion. No matter how puzzling a form the trouble may assume, they do not come to the conclusion that the engine is "hoodooed" and that no matter how good a mixture is supplied nor how much of a spark there may be, it will refuse to explode. They are the kind of men who are not indefinitely halted by the wayside through minor troubles, and regardless of how green he may be at the outset, every motorcyclist will find it greatly to his advantage to make a study of his machine so that he may likewise, in the fullness of time, come to realize that it is but a piece of mechanism that will always respond to intelligent treatment and that it does not partake of the supernatural.

The young man who bewails the lot of "the poor amateur who finds it hard to make a living out of the game," is unfortunate in his choice of words. Even milder statements than that have been known to attract the attention of the governing authorities to such interesting amateurs.

Suggestions of the De Soto Road.

Editor of the Bicycling World:

Every once in a while it happens that some loud mouthed chauffeur or petty newspaper scribe in an effort to gain notice or distinction in the automobile community, speaks ill of the possibilities of the bicycle.

For instance, one of the dailies of St. Louis, recently let it be known that an effort would be made to break the automobile record from St. Louis to De Soto. To make plain to the uninitiated that a fast run on this historic course is a feat worthy of especial notice, it was stated, that, the run to De Soto used to be a nightmare for cyclists even when the roads were in perfect condition." While it is true that the hill-climbing feature of the De Soto road is not an exercise to be recommended for invalids, it is also true that from the day of the highway's discovery to the present time, the run is regarded by St. Louis wheelmen as one of the finest in the country. The magnificent scenery and the exhilarating coasts over its long winding hills repay one many times over for the labor expended in ascending the heavy grades.

Outside of a few cases, probably the only wheelmen who ever experienced a nightmare on the course were some of poor old Chicago's fast bunch, when they were introduced to that upheaved country in the early days of since the St. Louis "toughs."

When it becomes necessary for any one to describe the road, it is quite impossible to refrain from associating the bicycle with it. It was in 1883 that six members of the long since defunct 'Frisco club discovered this highway, and it is to these wheelmen that we owe the names of "Maxville," "'Frisco," "Hell and Damnation," "Kimmswick," "Bulltown," "Rogers," etc., to designate the more prominent hills. While they were not quite successful in renaming a village, they at least caused it to be known by two names.

For many years there was to be seen on the bank at the top of 'Frisco hill, the word "'Frisco Hill," spelled out in large letters composed of stones, for when these hardy cyclists reached the summit of that upheaval, they evidently concluded that there were more loose stones in the road than there was any practical use for, so they utilized them in naming the hill after their club.

At that time a bicycle rider was not considered fashionable unless he descended hills with his legs on the handlebars of his high bicycle and while thus coming down the slope that leads into the village known then as Antonia (25 miles, or about half-way, out from St. Louis), a large bull was suddenly seen to occupy the whole road. I believe it was the late Cola Stone, who being unable to check his speed, jabbed the bull in the ribs with the front wheel of his "ordinary." Stone himself "never touched 'em." Not knowing the name of the ham-

let where this incident occurred, it was referred to as "Bulltown."

From that day to the present time, this highway, with its attendant fascinations, became a popular one with St. Louis wheelmen, and the De Soto course was known the country over for its terribly wrinkled surface. Wheelmen always called Antonia "Bulltown," and bye and bye the natives also acquired the habit of calling the village Bulltown, so that when one consults a map nowadays, the town is designated as Antonia or Bulltown.

The De Soto road is not the only one that bears names first used by the pioneers. There are many other hills and places nearby St. Louis, that are known by names used by the early tourists. In conclusion, I wish to say that the road riders of St. Louis cover miles and miles of roads where the fumes of gasoline never have been smelt and probably will not be for some time to come, unless there is a good deal of "fixing up" done in the near future.

It is an ignoramus indeed who refers to a boulevard like the De Soto pike as a "wheelmen's nightmare," and inasmuch as nothing has appeared regarding the success of the attempt at smashing the automobile record to De Soto, if indeed, such a record exists at all, it is quite likely that there are others who are having "nightmares" on that road. THE MISSOURI KICKER.

Long Marker Lifts his Voice.

Editor of the Bicycling World:

In the Bicycling World you mention that your paper has time and again insisted that a different method of running handicap races should be inaugurated, because of the loafing of the long markers. Now in justification of the handicap men I wish to say that in my opinion the only remedy is to remove the cause of the loafing, and that is to give good, fair handicaps, and not frame up races to suit the scratch men. I have known of instances where men have ridden out from fair handicaps, and when they were in the lead on the last lap, another lap has been rung in to give the professional amateur scratch men a chance to get up. I can prove this.

On the other side of the pond fair handicaps are allotted, and they have not so much pity for the poor amateur who finds it hard to make a living out of the game. As it is in this locality, it is useless to ride out from your handicap. Yes, that would be a fine ruling for the amateurs of this country—that when the long markers are overhauled they must drop out. They would not then be in the way of the professional amateurs who need the money.

The handicapping in this country is something wonderful, anyway. One man starts on 120-yards, wins prizes and remains on the same mark. Another starts on 90 yards, wins nothing, makes a kick about his handicap, and is put back to 75 yards. And the protest was a polite and respectful one, too.

FRANK MacMILLAN,
New York.

THE WATCHING OF DYER

C. R. C. of A. "Gets Back" at Him at Last and Brings out Opinions.

If Peter A. Dyer had not acted so during his term as president of the Century Road Club of America, it never would have occurred to his fellows that he deserved watching. But during the 24 months that he was in office he did some things in a way all his own and, though he was very quiet about it, the members of the organization "got onto him" and it was not long after he retired from the presidency that they made up their minds that he would bear watching.

Among the things it was Dyer's habit to do was to go down deep into his pocket whenever funds were needed for any purpose. The number of watches and bicycles and other things he paid for in order that the prize lists of his club's events should be impressive, is not a matter of record, but it is a matter of common gossip, unusually well founded, that in the course of one season, Dyer's freehandedness in this regard entailed an outlay of all of \$1,000.

On Thursday evening last, 29th inst., at Terrace Garden, New York, Dyer was told what the club thought of him and then they gave him a watch—a fine one of gold and suitably inscribed. It all happened at the dinner given that evening in honor of Mr. Dyer. A. G. Armstrong, his successor as the head of the C. R. C. of A., made the presentation speech. He paid him just tribute and said frankly that but for Mr. Dyer's work and liberality it was doubtful if the Century Road Club of America would have remained in existence.

Mr. Dyer responded modestly and appropriately. He was deeply grateful and would cherish the gift which made him feel that his efforts had been not wholly in vain. He sketched briefly the career of the organization, remarked that it was known wherever bicycles were used, and that one of its arctic exploring members, Spencer Stewart, had planted one of its little flags directly beneath the stars and stripes not far from the North Pole. He referred to the split of a few years ago which led to the formation of the Century Road Club Association as a national body and said while he had friends in both bodies and was devoid of any bitterness of feeling, he had cast his lot with the "Americas," solely because he believed, as he still believes, that the name should be preserved. In the light of today, it was clear that most if not all of the causes of the trouble, were unnecessary and for his part he hoped that both organizations would join forces and work as one for the good of cycling, in which he believed a substantial renewal of interest is sure to be brought about exactly as has been the case with other sports and pastimes.

D. M. Adee, president of the Century Road Club Association, who sat at President Armstrong's left—Mr. Dyer was at his right—followed Mr. Dyer, whom he said was his friend and well deserved all the honors paid him. Adee also expressed the hope that the two organizations would come together and said while he had served the "Americas" as first vice-president, his one regret was that he had refused the presidency when it was tendered him. Had he accepted it he felt that he could have prevented the split in the organization and the resulting ill-feeling which happily had now almost vanished. Mr. Adee also remarked what is not generally known—that originally the Century Road Club Association was part and parcel of the "Americas," having been formed solely to support a club house in New York, which service was not within the province of the national organization. Mr. Adee then launched a plea for purer amateurism. He recalled the days when men raced for blue ribbons and contrasted it with the present when "honest graft" and the spirit of "what is there in it for me" is uppermost. He deplored merchandise as prizes. He believed in medals and pointed out how wrong and how great is the incentive to dishonest amateurism, when bicycles, watches, clocks, pianos and other such saleable goods are offered as trophies and are given without one word of enduring inscription. He urged more sport for the sport's sake.

R. G. Betts, who was introduced as one of the two men who organized the Century Road Club, pleaded guilty to the charge and told how his lonesome vote has elected the other fellow, William Herrick, the first centurion, leaving him (Betts) the distinction of having been the only and original high private. He had grown away from the club and from Chicago, he said, and was present chiefly to show his appreciation of a rare and unselfish worker whom he knew rather because of his deeds than because of acquaintanceship.

"Serving an organization is too often a thankless task," said Mr. Betts, "and occasional evidence of appreciation such as shown Mr. Dyer is all that makes it seem worth while. Usually the sum total of appreciation is contained in a perfunctory motion thanking the retiring officials in a bunch, which motion, of course, includes the son-of-a-guns who have never turned a hand not less than the men who have sweated blood trying to serve the organization."

Mr. Betts urged that the two organizations end the period of talk and not only get together, but that they exist for more than riding centuries and promoting road races. He said that the chief cause of their separation—a grossly delinquent official, whom he knew well—was a most unworthy one and should not be permitted to keep them apart. With one big organization the sport of road racing could be controlled and kept clean by a system of registration and by alliances with other sports governing

organizations. Nothing of the sort could be done by a divided house. He also ventured the hope that now the Century Road Club flag had been planted near the North Pole, that it might be seen occasionally away from the Merrick road on Long Island, as, for instance, on the good roads in other parts of New York and in New Jersey where there were things to be seen and liquids to be had.

President Armstrong assured Mr. Betts that conferences were in prospect and that efforts were making to bring about amalgamation.

Harry Early, chief centurion of New Jersey, Fred E. Mommmer, national secretary, Charles E. Nylander, ex-national secretary, Charles Mock, "king of road riders," and S. M. Popper were among those others who made remarks, nearly all of them breathing good will to Dyer and a desire to make one big organization of the halves that have existed since 1901.

Irvington-Millburn now Assured.

Praises be to Allah, or rather to the Bay View Wheelmen! The energetic Newark (N. J.) organization finally has decided to run the good old Irvington-Millburn road race, after all. As usual, it will take place on Decoration Day, May 30. For some time past the Irvington-Millburn has not been a paying proposition, and this year it was decided to make a personal canvass among the men who have businesses along the course, and who thereby profit by the race, to see what help could be expected. Evidently the business men have arisen to the occasion, as Captain Jack Wuensch this week sent out notices to the effect that the race would be held as usual.

Self-Heralded Champion from Germany.

All the daily papers of Monday morning announced that Edwin Koenemann, the "champion Bremen cyclist," had arrived on the steamer Finland, from Antwerp. Just what Koenemann, or whatever his name is, wants in America is not stated. He is credited with being the holder of the North German record for 69 kilometres and 736 metres. As it will soon be time to open the Madison Square Garden and Vailsburg tracks, it would be a good thing to look up the young man's record and antecedents, especially as some of the recently turned amateurs maintain they will not ride as professionals.

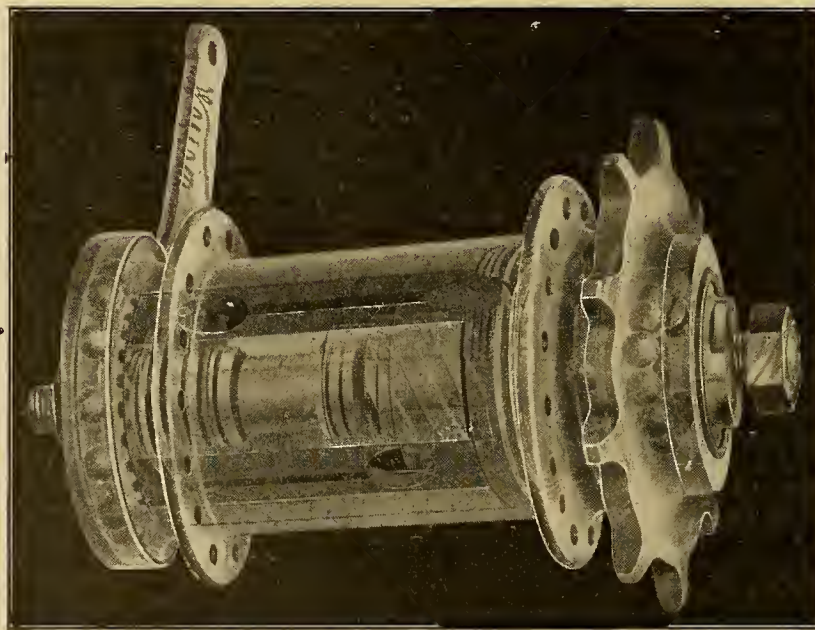
Perkins Wants Lamps on all Vehicles.

Assemblyman Perkins, of New Jersey, has taken a step in the right direction. On Tuesday of this week he introduced into the New Jersey State Legislature a measure which, if passed, will compel all vehicles that use the public highways to carry lights at night, two on each side, and they shall be kept burning brightly from one hour after sunset to one hour before sunrise. The bill is, of course, designed to affect horse drawn vehicles.

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interesting and instructive

ECLIPSE MACHINE CO., - Elmira, N. Y.

ROLLERS WERE ERRATIC

Hence Tigers' Home Trainer Tournament was not all Joy—McDonald Wins.

Evidently a mysterious force is working against the success of the home trainer bicycle tournaments in this part of the country. Two weeks ago, at the meet of the Century Road Club of America, in Brooklyn, one of the rollers grew "sulky," so that it was early in the morning before the last of the heats was concluded. The same hard luck attended the meet promoted by the Tiger Wheelmen, held in the Turn Hall, at Fifty-fourth street and Eighth avenue, New York City, last Saturday night, 24th inst.

In the afternoon, previous to the meet, the rollers had been thoroughly tested and proven satisfactory. When the first heat was called at 8:30 p. m., the roller on the right side went out of commission, which necessitated delay after delay, until finally nearly half the riders were forced to ride alone on the working side.

So far as attendance, enthusiasm and good sport is concerned, the meet was a decided success, although there were one or two occurrences which were not to the liking of those personally interested. The little hall was crowded, even to overflowing, so that many of the spectators were compelled to seek room at the bar in front, which, probably, was agreeable to them.

The events were run in two heats, each rider going a mile from a standing start, and the best average time to count in the distribution of prizes. Urban McDonald scored the best average time—1 minute 11½ seconds—only beating out Marcel Dupuis, of the Roy Wheelmen, by three-fifths of a second. Many considered the outcome unfair, but as a formal protest was not lodged with the referee, the victory was given to McDonald, of the promoting organization.

It was advertised that the meet would be a "professional and amateur" affair, but it was distinctly the latter, though this was not the fault of the Tiger Wheelmen. Tom Butler, John King, Joe Fogler, Carl Limburg, Will Lee, George Schreiber, W. F. "Hobo" King and E. F. Root all had promised faithfully to ride, but with the exception of the two last named—Root and King—the "pro" bunch characteristically failed to live up to the letter of their respective promises. However, Root and King were joyously received and made up for the shortcomings of the absentees by riding a fast race.

The match race between Root and King was at half a mile, in one heat, and it was announced for a stake of twenty-five dollars—the winner to take all. Root took the left roller and King the other. They were sent off from a flying start and the spectators began to cheer when, at the one-eighth mile mark both hands were even on the dial. After that Root began to forge

steadily ahead, and at the finish was about 200 yards in the lead. The time was announced as 24 seconds, which, if correct, equals the record made two years ago at the Sportsman's Show in Madison Square Garden.

Fifteen amateur riders contested for the prizes in the feature event, and as one side of the machine was out of business, nine of them in the first heat had to ride individually. The first to make the attempt was Leo Stemmler, of the Tiger Wheelmen, and he was clocked at 1:28½ for the mile. Then little Maurice Stuyck, Roy Wheelmen, did it in 1:32. The times of the other riders who rode individually in the first heat, are as follows: H. H. Hintze, Waltham, Mass., 1:27½; Frank Lane, Edgecombe Wheelmen, 1:25; Louis J. Weintz, New York Athletic Club, 1:17; Urban McDonald, Tiger Wheelmen, 1:12½; J. A. Reynolds, Tiger Wheelmen, 1:21½; Nick Kind, Edgecombe Wheelmen, 1:34½, and Otto Brandes, Edgecombe Wheelmen, 1:21.

After this the other roller was fixed up and George B. Hunter, Tiger Wheelmen, and Marcel Dupuis, Roy Wheelmen, were pitted against each other. The individual champion won an easy victory, his time being 1:13 against Hunter's 1:16½. The next two to contest were Watson J. Kluczek, of the Roy Wheelmen, and Fred Zapke, of the Tigers. Kluczek was timed at 1:15½ and his competitor at 1:21½. The last pair in the first heat was W. C. "Battling" Nelson, of the Y. M. C. A., Brooklyn, and Charles P. Soulier, Tiger Wheelmen. "Battling" Nelson did not wage warm war and Soulier finished far ahead of his friend from across the bridge.

Especial interest was centered in the run-off of the second heat as it was seen that the fight really centered between Dupuis, of the Roys, and McDonald, of the Tigers. Being in reality a struggle between clubs, enthusiasm ran high and the two factions helped add to the din by cheering for their respective favorites. Kluczek and Zapke were the first pair on the machine, and Kluczek gave a good exhibition in 1:13½. Then followed Hintze and Lane, to be supplanted in turn by Reynolds and Kind. Kind fell before reaching the one-eighth and was later given another trial. In the next race, between Stemmler and Stuyck,

the former's chain broke at the three-quarter mark, and according to the rules he was eliminated.

Then Weintz and McDonald mounted the platform, the latter winning the toss, and taking the left roller which, if the truth be told, proved to be much faster than the other. Somebody foolishly yelled "Stop" just after the men got off, and in trying to back pedal McDonald fell. Getting set once more, the word was given to go, and the riders bent to their task. In the course of the hand's revolutions around the dial, the one which denoted the roller McDonald was upon was seen to jump spasmodically, and it is estimated that he gained at least 100 yards. The Tiger Wheelman's time for the heat was 1:10½, which gave him a net average time of 1:11½. Dupuis rode the opposite roller in his second trial and was timed at 1:11½.

It was rather unfortunate that the roller displayed a tendency to be erratic, then there would have been no question as to the respective merits of Dupuis and McDonald. When someone attempted to console the young Frenchman by telling him that the second prize was nearly as valuable as the first, Dupuis scornfully replied: "Sacre! It was not the prize; it was the honaire." Dupuis now intends to challenge McDonald to a match race to settle the question of home trainer superiority for once and all.

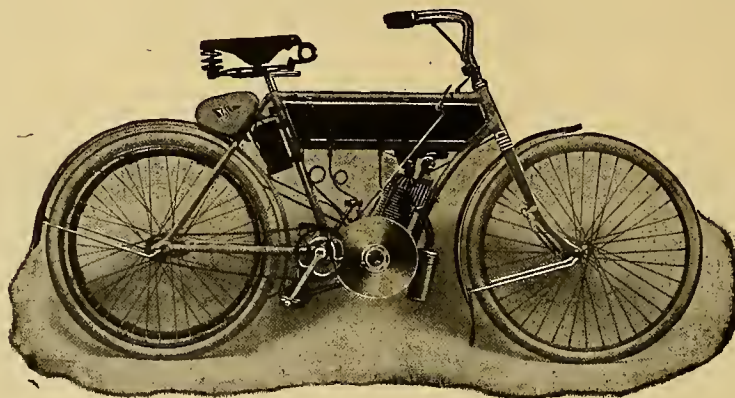
The summary, giving the time made in each heat and the averages, is contained in the appended table:

Vandendries Victor in Armory.

W. Vandendries was the all-around winner in the bicycle races at the Twenty-second Regiment armory, Monday night of this week, crossing the tape first in the one and two-mile handicaps. In the former Vandendries had an easy victory, leading all the way from the ten-yard mark. F. E. Adams, on scratch, finished second, and H. V. Reid, with forty yards, was third. Time, 2:34. Vanden Dries was moved back to scratch in the two-mile handicap and after a good sprint with L. J. Weintz, of the New York Athletic Club, who had forty yards, succeeded in annexing the first prize. H. V. Reid, sixty yards, was third. The time was 5:15½.

Pos.	Rider.	Club.	1st Heat M. S.	2d Heat M. S.	Average M. S.
1.	Urban McDonald....	Tiger Wheelmen.....	1:12½	1:10½	1:11½
2.	Marcel Dupuis.....	Roy Wheelmen.....	1:13	1:11½	1:12½
3.	Watson J. Kluczek....	Roy Wheelmen.....	1:15½	1:13½	1:14½
4.	George B. Hunter....	Tiger Wheelmen.....	1:16½	1:16	1:16½
5.	Louis J. Weintz.....	New York Athletic Club....	1:17	1:16	*1:16½
6.	Fred Zapke.....	Tiger Wheelmen.....	1:21½	1:17	1:19½
7.	Charles P. Soulier....	Tiger Wheelmen.....	1:21½	1:19½	1:20½
8.	Otto Brandes.....	Edgecombe Team.....	1:21	1:22	1:21½
9.	J. A. Reynolds.....	Tiger Wheelmen.....	1:21½	1:22	1:21½
10.	Frank Lane.....	Edgecombe Team.....	1:25	1:23	1:24
11.	H. H. Hintze.....	Waltham, Mass.....	1:27½	1:22	1:24½
12.	Maurice Stuyck.....	Roy Wheelmen.....	1:32	1:26½	1:29½
13.	Nick Kind.....	Edgecombe Team.....	1:34½	1:36½	1:35½
14.	Leo Stemmler.....	Tiger Wheelmen.....	1:28½	chain broke	—
15.	W. C. Nelson.....	Y. M. C. A. Brooklyn.....	1:31	did not finish	—

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ABOUT THE MAGNETO

How it is Constructed and how it Operates
—Simpler than it Appears.

To the motorcyclist who has kept in mind the rudiments of magnetism as explained in the *Bicycling World* of last week, and who gained a clear comprehension of how the whirling of a coil of copper wire between the ends of horseshoe magnets or "magnetic field" cuts the "lines of force" and thereby produces a current of electricity in the wire, the understanding of the magneto itself will be a simpler matter.

To take up the magneto itself, it is composed of an enlarged edition of the ordinary horse shoe magnet, which forms the magnetic "field" and is permanent because formed of what are known as permanent magnets. Once magnetized they hold this mysterious force in distinction with the electro-magnet which is only magnetic when a current is passed through its coils. The latter describes the armature of the

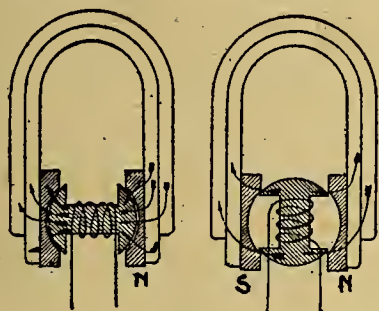


FIG. 2.

magneto or the wire wound piece of iron that is revolved between the ends of the magnets. The iron forms the core, the wire the winding and the shape and position of the complete armature in place are clearly shown in Fig. 1. The magnets are compounded, that is, placed one on top of the other, and three pairs used in order to increase the strength and give the requisite length. At their ends semi-circular pieces of iron called "pole pieces" are bolted to enclose the armature. The winding consists of as many turns of insulated copper wire as the hollow space on the H-shaped core will accommodate. With the addition of collector brushes, the machine is complete and power to turn it is the only requisite to cause it to generate current. In order to simplify the wiring, one of the leads or outlets of the current—the negative—is "grounded" to the frame of the machine. Instead of being led outside, the end of the wire is connected to the core. The positive wire is led out through the hollow shaft of the armature to a copper button insulated from the rest of the shaft and against which a collector brush presses. The current generated passes out the positive lead through the brush and finds its way back through whatever the magneto itself may be attached to—the frame of the

engine in the case of the motorcycle. This comprises the complete current generating plant and as long as it is turned at the proper speed, which in the case of the magnetos built for motorcycle use, has such an extremely wide range of variation that it will fire the charge as long as it is turned over.

Its absolute simplicity cannot but impress itself upon the beginner, particularly one who has all along regarded it as a mystery beyond any but the most learned grasp. There is but one moving piece in the entire machine. The latter is so well protected that it is proof against any accident short of one that means total disintegration. In this connection, a further principle may be brought out to advantage. Magnetism travels in a circuit the same as

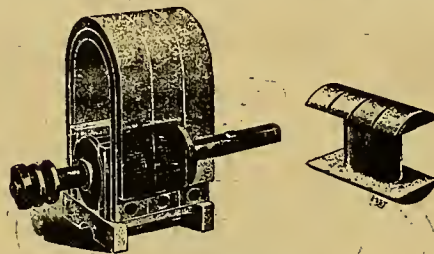


FIG. 1.

a current of electricity. Hence the keeper of the schoolboy's little horseshoe magnet. If left off for any length of time, the magnet loses its strength and finally becomes a mere piece of steel. The same applies to the magneto. The armature is its "keeper"; it provides a path or circuit for the magnetism which is invisibly flowing all the time in the direction shown by the arrows in the left hand figure of Fig. 2. On turning the armature it will be seen that these lines of force are abruptly cut by the latter. At the position shown on the left the magnetic flow is of the greatest intensity, on the right at the least; midway between these two positions, it will be apparent that the armature will be cutting the greatest number of lines of force and the current pulsation will be at its highest value. This magnetic flow and the necessity for a magnetic circuit will explain why a magnet "dies" or loses its magnetism—simply because it cannot flow and so "leaks" away. Steel will also lose its magnetism through being heated beyond a certain temperature and through being subjected to constant heavy vibration, but well made machines have not been found to suffer from either of these causes in motorcycle service.

What becomes of the current when it is generated and how is it utilized? The latter question will naturally answer itself, for even the rudiments are above the motorcyclist who does not know the spark plug and its functions. But as to the steps between the magneto and the spark at the plug, there is a different tale to tell. As already stated, the magneto will continue to produce a current as long as it is turned. But it is a low tension, or low potential, or low voltage current—all of which mean

the same thing; it is delivered at low pressure. But a low tension current will not bridge an air gap which presents a very high resistance to the passage of the current and this is increased by the presence of the compression in the combustion chamber. In order to bring about this change of character, the current is passed through a transformer or induction coil, the principle of which will be clear from a knowledge of those of current generation already explained for they are very similar. Passing a coil of wire before the poles of a magnet induces a current in the wire, as in the magneto. Passing a current of electricity through one coil of wire, will induce a current in another coil of wire held close to the first, and this is the induction coil. In both instances, the addition of a soft iron core and placing both in as close proximity as possible greatly enhances the result produced. The character of the current induced in the second coil of wire will vary with the size and number of the turns in the latter. The induction coil used on the motorcycle is what is known in technical parlance as a "step-up transformer" in that it converts a current of low tension into

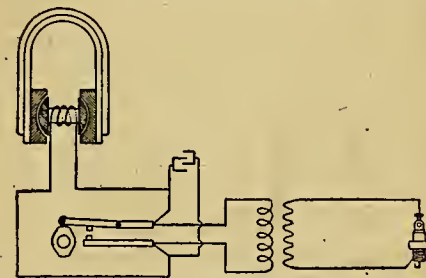


FIG. 3.

one of very high tension. It is composed of a winding of two or three layers of heavy wire on a core made up of a bundle of soft iron wire, and directly over the primary winding and as close to it as proper insulation will allow, is the secondary winding, composed of thousands of turns of very fine wire. The latter does not increase the amount of current, it merely alters its character, and barring the loss in the transformation the amount is always the same. Thus, if the magneto generates a current of 10 amperes at 10 volts, and the induction coil raises the potential by 1,000, the output of the latter will be 00.001 of an ampere at 10,000 volts.

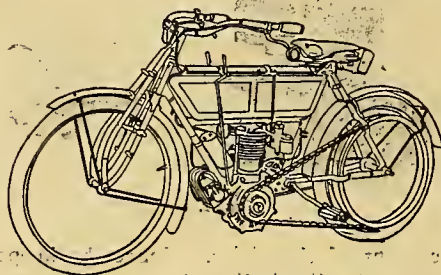
While the magneto continues to generate a current as long as it turns, this current is only needed at a certain portion of every stroke of the engine. This calls for an explanation of another characteristic of electricity known as "self induction"; that is, when a current flowing through a circuit, is suddenly interrupted, it tends to rush or surge and assumes a greater value for some purposes, notably that of producing a spark for ignition, than when allowed to flow continuously. This is the office of the contact breaker on the motorcycle engine. And this is greatly enhanced by the addition of a condenser in the circuit—a piece of ap-

paratus that involves too much to be explained in connection with the present. Its place in the wiring is indicated below and to the right of the magneto itself in Fig. 3. Where dry batteries are used to supply the current for ignition the contact breaker serves to keep the circuit open and the battery idle except just when it is wanted and then it closes a path through the primary of the induction coil, and a fraction of a second later the current is violently interrupted which causes a surge of the current and results in a spark at the plug. In the case of magneto ignition, this is reversed. The current is always flowing through a closed circuit formed by the points of the contact breaker. The latter is timed to operate at a point when the armature of the magneto is cutting the greatest number of lines of force. In other words, the amount of current delivered is then greatest and this period varies over a sufficiently wide range to permit of advancing or retarding the time of ignition. When the contact breaker points are lifted apart by the turning of the engine they open a path through the primary winding of the coil and this is as suddenly interrupted as in the case of the battery current. Both, of course, produce the same result.

This cycle of operations may be traced by referring to the connections outlined in Fig. 3. The wires from the armature are shown leading to the contact breaker, the latter providing a direct path for the current. But the contact breaker is also connected directly with the primary windings of the coil, so that the moment the circuit through the points is interrupted as already explained, the current is shunted through the coil and suddenly cut off, which results in a surge of current in the secondary and a spark at the plug. The primary coil is represented by a heavier line at the left and the secondary by the light waved line at the right. From a study of this as well as of what precedes it, it is evident that the difference between the employment of magneto ignition on the motorcycle and the dry battery is simply in the form of the current generator, and the fact that the magneto must be run from the engine. With few exceptions this is carried out in Continental practice by placing a small sprocket on a protruding end of the crank shaft of the engine. A similar sprocket is placed on the magneto shaft and an ordinary light bicycle chain connects the two. This is usually protected by a case to prevent the entrance of dirt. As the magneto will operate equally well in any position, it is placed in whatever location strikes the designer as most convenient, so that in some instances it is inverted directly under the engine and the operating chain is vertical. In others it is at the side, and in still others in front of the engine as shown by the accompanying sketch of a European motorcycle, and this position is the most usual. As one connection from the magneto armature is grounded, as already explained, and the same is the case with one of the ter-

minals of the primary coil or the contact breaker, there is but one wire necessary here. The spark plug and one side of the secondary winding of the induction also being grounded, but two or three short pieces of wire are required in all, thus making the wiring extremely simple. The time of ignition is advanced or retarded in exactly the same manner as where the batteries are used, that is, by shifting the position of the contact breaker which causes the magneto circuit to open sooner or later, as the case may be.

All this lengthy explanation of the why and wherefore of the magneto will doubtless strike many as something entirely new, but the great majority of those same motorcyclists have been in close proximity to magnetos for a large part of their lives and many use them daily, although wholly oblivious of the fact. In the old style telephone in which it is necessary to give the



SHOWING MAGNETO AS APPLIED TO A MOTOR BICYCLE.

crank a few sharp turns before lifting the receiver to call "central," the crank is but the outer end of such a magneto as has just been described and about the same size as those used on foreign motorcycles. Naturally there can be no comparison between the amount of service to which a telephone is subjected and that rendered by a motor bicycle, and the magneto for the latter is made more powerful in consequence as well as stronger in every detail. But no more conclusive answer as to the magneto's reliability can be given than to refer to its years of service on the telephone where it still does duty in the rural districts to the number of many thousands, if not hundred thousands. And some of those same magnetos have been in constant use for ten to fifteen years.

But what is to be done when the machine goes wrong on the road? This is the first and practically universal question asked and the asker usually regards it as putting the quietus on the subject for good and all for he can conceive of no reply. Long continued familiarity with the dry battery has bred that contempt expressed by the trite saying. And when the battery is no longer any good, nothing could be simpler, except another. But like the topical song, "What are you going to do when the rent comes around" and the magneto fails to respond? Take off the cover and examine the contact of the brushes against the end of the shaft—dirt and lubricating oil there will interrupt the current most effectively and a

stoppage just at that point is not an uncommon source of trouble for it is the only part of the machine, apart from the bearings, that is subjected to wear. Wear may be the cause of the trouble also, but in either case it is no sooner found than remedied, for in the first instance wiping clean is the only thing required and in the second an adjustment of the spring so as to take up the loss and again press against the shaft end. This is practically the only thing that can cause the magneto to cease to deliver a current, short of a serious accident such as may break some part of it.

Much of the disrepute into which the magneto has fallen in individual cases undoubtedly could be traced to other causes—that is, to breakdowns in some other parts of the ignition system which in the dense ignorance of the user were immediately and invariably attributed to the one thing beyond his comprehension—the magneto.

The Hazard of Looping Loops.

Looping the loop may not prove so popular a form of amusement in the future among providers of sensational feats, as the result of a law suit just decided in London. The plaintiff, a woman, was awarded no less than \$1,250 damages for personal injuries which, it is alleged, were due to the negligence of the defendant, a Mrs. Barber.

The case is interesting as it sheds some light on the so-called hazardous loop the loop feats on bicycles. The girl's name is Miss Hamilta Louisa Margaret Stamirowski which, in itself, is heavy enough to cause the bearer of it to fall, and she belonged to N. E. Kaufman's school of trick bicycle riders.

Originally the "looping the loop" trick was done by "Diavolo," an American, who in this country is known as "Dr." Clark, but he disappeared, and Mrs. Barber then applied to Kaufman, with the result that the plaintiff was engaged. Kaufman was paid \$50 a week, of which he gave Miss—the girl with the long name—\$5, which goes to show that the former Rochesterian is making his share in the school which he conducts in Berlin.

In performing at Sunderland the girl fell and injured herself severely. When the bicycle and its rider were at the top of the loop, a click was heard, and then the rider fell to the stage. In the course of the evidence some significant tricks of the trade were exposed. It appears that an ordinary bicycle was shown to the public before the performance, but as a matter of fact the actual machine used on the loop was of special construction with fixed handlebars and pedals and connected by arms and rollers to the ring, so that it would have been impossible for the rider to have hurt herself had not the inevitable something gone wrong. In plain words, the "feat" was a fake, pure and simple, but it required a law suit to expose it to the public.

The plaintiff was awarded \$1,250 damages and the jury suggested to Miss Hamilta Louisa, etc., that she invest it wisely.

WALTHOUR WAS NOT MOBBED

But the Parisians had Backed Him and
That had to do With Rumpus.

Despite reports to the contrary that emanated abroad, Robert J. Walthour was not among the riders who were mobbed in the twenty-four-hour race in Paris some time ago, according to the Atlanta (Ga.) News, published in Walthour's home town, which also shows the interesting way of stopping a race if the bets of the majority are in danger of being lost. In a letter to his wife, who this time remained at home with the children, the American pace follower denied the statement that he had been mobbed and said that he was nowhere near the track at the time the bottle throwing was going on.

"'Bobby' Walthour, it must be remembered," says the paper, "is champion of the world at pace following and is not a sprinter, so when he was asked to go into the race he politely excused himself. Now this same B. Walthour is as big a favorite in France as the best French rider, so the management offered a price that fairly staggered the local favorite. Bobby was given the best rider in France as a partner, too.

"The time for the grind approached and finally B. Walthour and his racing pal came into the arena amid the cheers of the populace. There were about a dozen other riders in the race besides the boy from America and his French partner. About twenty hours of the race had been pulled off when Walthour's partner took a tumble. This put Walthour out of business. The lad from the United States helped his maimed partner out of the saucer and on to the main part of the city, where the injured one had his wounds dressed. Then came the fun.

"The Frenchmen all had their money on Walthour and his partner, and their feelings were intense against the other men in the race. The clock neared the twenty-third hour of the race and people from all over Paris flocked to the scene. The word was passed around that an accident had happened to Walthour and his partner. With no less than seven 'sacres' the Frenchmen began to toss umbrellas, olive bottles, walking sticks, lace handkerchiefs and high hats at the contestants.

"The referee, who, it is understood, was betting on Walthour, took the tip and declared all bets off."

Spill Loses Race for Whitelock.

Had W. W. Whitelock not been so unfortunate as to fall just at a time when victory seemed assured he would have won the one-mile open bicycle race at the 74th Regiment armory races in Buffalo, last Saturday night, 24th inst. Whitelock won his heat handily and was well on the way toward the tape in the final, when he went down

on the timber. He made a quick recovery but the handicap was too much for him and Fred Schudt crossed the tape ahead, Whitelock, however, getting second. J. M. Tanner finished third. Time was 2:21.

Three long markers ran away with the prizes in the two-mile handicap, J. B. Devine (140 yards), D. Hitchcock (150 yards), and J. Scheider (130 yards), crossing the tape, respectively, first, second and third. The trio kept well together throughout the race and although the scratch men rode hard to get placed, the long markers had speed and endurance enough to land them winners. The summaries:

One mile open, two to qualify—Final heat—Fred Schudt, first; W. W. Whitelock, second; J. M. Tanner, third. Time, 2:21. Also ran—R. J. Hoover, J. B. Devine, Gurney Schue, Ed Dellling and Charles McCracken.

Two mile handicap, four to qualify—Final heat—J. B. Devine (140 yards), first; D. Hitchcock (150 yards), second; J. Schieder (130 yards), third. Time, 4:17½. Also ran—E. Arenz, J. Gittere, J. Newland, Fred Schudt, Ed Dellling, H. S. Sykes, J. Stiglmeier, Charles McCracken and H. J. Young.

Races that Would Increase Interest.

"Why do not the track promoters have more of the 'miss-and-out' races?" queried a rider this week. "A miss-and-out race is by far the most interesting kind of event, from a grandstand point of view. As for myself, I would just as soon ride in a 'miss-and-out' as in any other kind of race. It keeps the riders continually on the alert and tends to make better riders of them. Besides, the spectators enjoy a race of this kind where the last man around on each lap is called from the track, for it invariably results in a sprint to the tape at the finish of every lap. In other races there is more or less loafing and the 'fans' get tired of it, but in a 'miss-and-out' race it is 'go for the tape' every time. Another kind of race that ought to take well with the spectators is a judgment race. For instance, the rider making a mile the nearest to 2:30 or three minutes winning the prize. Judgment races are popular in motorcycle and automobile races, so I do not see why they cannot be popularized on bicycle tracks. There are numerous novelty races that would cause the public to take more interest in the racing game if the promoters will only wake up to the fact."

Americans Trounced in Paris.

The American riders ran the wrong way at the opening of the Buffalo Velodrome in Paris, Sunday, 18th inst. Marcel Cadolle, Cornet and Robert J. Walthour lined up for an hour race behind human pace—tandems—and the American finished last. Walthour does not seem to be at home behind human pace. Cornet, the winner, covered in the hour, thirty-one miles—no mean performance. In a thirty kilometres motor paced race, Louis E. Mettling, the Bostonian, made his first appearance, and was beaten by Lorgeu and Dussot

SALT LAKE SIGNS LAWSON

Small Prospect of his Riding in East—
"Tempting" Bait for Other Cracks.

Unless P. T. Powers and C. B. Bloemcke on the one side, and Nelson & Halverson, on the other, come to some kind of an agreement, Madison Square Garden and Vailsburg will not have Iver Lawson ride upon those tracks this season. The "Flying Swede" has been in Salt Lake since he returned from Australia and was waiting to hear from Eastern and French promoters, regarding this season's riding.

According to a letter received by the Bicycling World this week, Lawson has just signed a contract to ride on the Salt Lake saucer, throughout the season. It also is stated that a contract has been sent to Paris for Frank Kramer to sign, offering him \$1,000 to come to Salt Lake and meet Lawson in a series of match races, with an additional \$2,500 if he succeeds in worsting the Swede. It is claimed it is not stage money either. Lawson and Kramer were the biggest drawing cards here last summer and if the former Buffalonian remains in the Mormon City all summer and Kramer accepts manager Chapman's proposition, conditions for crowd-drawing meets at the Garden and Vailsburg portend ill.

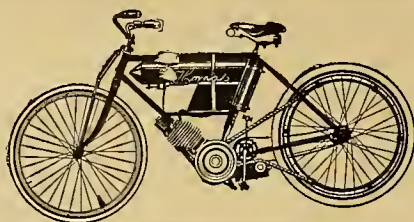
Salt Lake cannot but help having a successful season with the top-notchers they already have and those they expect to get, if some of the riders are unwary enough to go out to Utah because a railroad ticket is sent them. At the present time, in Salt Lake are Iver Lawson, Walter Bardgett, Hardy Downing, E. E. Smith, John Chapman, Iver Redman, and a few lesser lights. Samuelson and McFarland will be back from Australia in time for the meet on Decoration Day, although the former will not, of course, ride, as he has been indefinitely suspended by the National Cycling Association. Ben Munroe, who rides against the ponies down in Memphis, Tenn., has written Chapman that he will come out if the management sends him a ticket, as has also Worthington L. Mitten, the Iowan, who came to Vailsburg, but left heartily disgusted because the "boys made fun of him." Chapman has written to Joseph Fogler, one of the winners of the six-day race, offering him a flattering contract. It reads somewhat as follows:

"If you want to come to Salt Lake I will send you transportation, the same to be deducted from your winnings."

Of course, Fogler is going to accept!! It is understood that the Bedell brothers have been approached with the same sort of "temptation."

Just what will be doing in the East is not yet apparent, and until Messrs. Powers and Bloemcke and MacLean, who control the leading tracks, make public their plans very soon there will not be enough professionals left on the Atlantic coast to run a home trainer race.

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TIPS FOR TRAINING NOVICES

Position and Pedal Action Count for Much
—The Sprinter who Wobbles.

"Now that the majority of riders, including novices, amateurs and professionals, are beginning to get into training for the season, a few words may be welcome," says a professional rider who spent the greater part of last spring on European tracks. "During my stay in Paris I found that the European riders paid much more attention to their machine measurements and style in riding than our riders in America. When it is taken into consideration that they have the entire day at their disposal, however, this is not to be wondered at.

"Position and style count for much; so much that, given two riders of the same physical ability, the one possessing the best style certainly has a decided advantage. When once a good position has been obtained, length of reach, distance from peak of saddle to centre of handlebar, width of the latter, and height, should be recorded, so that when changing mounts, the old position is more easily obtained. Sometimes, however, the frames vary, and this also must be taken into consideration.

"During the first week or two of training, slow work only should be indulged in, and right here comes the chance of getting a comfortable, and what might be termed a powerful, pose. Pedal action is, of course, most important, and an endeavor should be made to work the legs straight up and down, using the ankle to save the knee, the art being to raise the heel slightly as the pedal descends to its lowest point, and before the pedal reaches its highest point to drop the heel, thus aiding the pedal in its rotary movement. 'Billy' Fenn, rides, I think, with apparently less effort than any other American rider, or foreign, either, for that matter. His pedal motion is superb—like clockwork.

"Sit as still as possible on the machine. Many novices think they can get into a sprint better if they wobble. Last summer in Madison Square Garden, was this especially noticeable, and many falls, and some of them serious, too, can be directly attributed to this cause. In fact, I have noticed some of the amateurs, when at the critical moment, they seek to emulate the example of more experienced professionals, by jumping, shut their eyes, pound up and down on the pedals, without looking where they are going. The next moment there is a spill, and the one who caused it is running up to the judges' stand, if he has breath enough left in his lungs, to protest because he imagines the rider next to him has fouled.

"When jumping into a sprint it is usually a case of 'all in,' and many of the past masters of the art ride on the pedals when starting their terrible sprints, but they never wobble. It takes long practice, but

it is worth while to cultivate the knack, for it may save you a nasty fall, besides enabling you to obtain better results at the crucial moment."

Mrs. Robinson as a Motorcyclist.

One of the few feminine motorcyclists in the East is Mrs. Jennie Morrill Robinson, an enthusiastic and in fact the only lady member of the Waltham (Mass.) Motorcycle Club. Mrs. Robinson took to motorcycling like the allegorical duck takes to water, having ridden a bicycle for fourteen years. Also the atmosphere of her surroundings may have had something to do with her choice of sport, for her husband



is H. W. Robinson, a prominent Waltham dealer. This motorcyclist is one of the sensible George Bernard Shaw kind who believes in rational costume, for as is shown by the above photograph, snapped just as she was off for a fifty-mile spin to Danville, N. H., Mrs. Robinson rides a diamond frame machine and wears a divided skirt. The "only fair" member of the Waltham organization very recently acquired a motorcycle for her very own, having previously occupied the tandem seat on her husband's mount, but she made the change because, as she laughingly explained, "the surrounding scenery was blotted out by Mr. Robinson's shoulders."

The part which the racing side plays in the administration of the Scottish Cyclists' Union was made clear by the financial statement for the past year. Out of a total income of about \$1,760, including \$45 brought forward from 1904, no less than \$1,475 is directly traceable to the racing section.

LEE'S REGARD FOR HORSES

He Wants Motorcyclists to Slow up at
Sight of one—Bill is Set Back.

The amendment to the present State automobile law of New York introduced by Assemblyman A. E. Lee, has been referred back to the committee on general laws, after having been once reported favorably from that committee. The amendment which would compel motorcyclists to reduce the speed of their machines to six miles an hour when approaching and passing restive horses, is as follows:

"A person operating a motor vehicle or motor cycle or motor bicycle shall, upon meeting a person, or persons, riding, leading or driving a horse or horses or other draft animals, when within twenty rods of such horse or horses or other draft animals, reduce the speed of such motor vehicle, motor cycle or motor bicycle to a rate not greater than one mile in six minutes, and if such horse or horses or other draft animals shall appear restive or frightened, bring such motor vehicle, cycle or bicycle to a full stop at the distance of ten rods from such restive horse or horses or other draft animals, unless such person or persons riding, leading or driving such horse or horses or other draft animals shall give his consent not to so stop by voice, nod of head, or wave of hand, and, if traveling in the opposite direction, remain stationary so long as may be reasonable to allow such horse or animal to pass, and, if traveling in the same direction, use reasonable caution in thereafter passing such horse or animal; provided that, in case such horse or animal appears badly frightened, or the person operating such motor vehicle is requested so to do, such person shall cause the motor of such vehicle, cycle or bicycle to cease running so long as shall be reasonably necessary to prevent accidents and insure the safety of others."

Increase in American Colony Abroad.

Two more Americans have joined the Paris colony of cyclists. The last two to arrive were Nat Butler, of Cambridge, and Louis E. Mettling, of Roxbury, Mass., and they left this country without any fan flare of trumpets, either. Butler has been in Paris nearly a year, only returning a few weeks ago for a brief visit. He has signed to ride behind pace on the German tracks, but will be back in America to ride at Boston, April 19, May 30, June 17 and July 4, returning to compete in the world's championships at Geneva. Mettling will ride behind pace in Paris. National Champion Frank L. Kramer has arrived in Paris by this time, and the others there are Robert Walthour, of Atlanta, Ga., Oscar Schwab, of Newark, and the negro, "Woody" Hedspeth.

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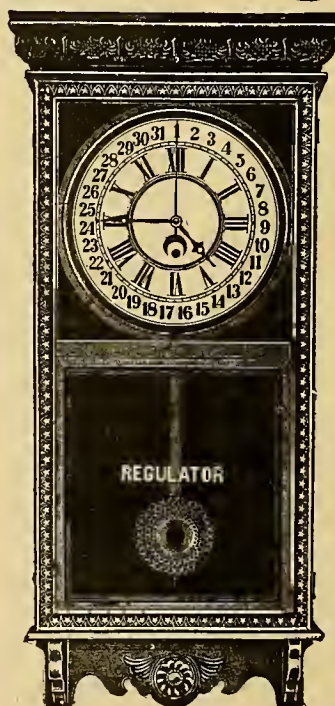
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BUFFALO
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VEGETARIAN CYCLING

This Meat-Eater Takes Small Stock in it and Gives his Reasons.

"I have been much interested in the battle that has been raging so fiercely during the last few weeks on the respective merits of flesh or vegetarian dietary," says Jock, in the Scottish Cyclist. "Be not afraid, my friend, that I am going to inflict you further by adding myself to the ranks of the combatants. There are already on either side such sturdy and able champions that were I to venture my frail person on the field of battle I fear I would run great risk of being crushed between the opposing forces; but this feeding business is so important to the tourist that I find myself sitting in a remote corner of the field musing upon the whole subject from the point of view of a fairly impartial observer.

"You will have noticed whenever there is a big war—I mean the real thing, when the sword takes the place of the mightier pen—that the experts who stop at home to write articles telling the fellows who are away fighting how things ought to be done, invariably inform us from time to time that 'an army moves on its stomach.' If they do not use those actual words they use their equivalent. Sometimes, I think, the word 'belly' is introduced, but as bellies have long since been abolished in polite circles, I would not, of my own free will, inflict that portion of the human anatomy on the readers. It must not be imagined when the expert writes this way that he wishes you to understand that the fighting man lies prone on his face and progresses by dragging Little Mary along the ground, though I am assured by a valiant warrior who walked about South Africa with the C. I. V.'s that 'in the thick of the fight when the bullets are whistling round,' even that mode of progression has its distinct advantages. Still, not even a critical military expert would dare to hint that any of our gallant defenders would take it lying down to this extent. No, what is meant, of course, is that unless the aforesaid collective stomach is kept periodically supplied with a sufficient quantity of what stomachs were made to hold—you will notice I give no encouragement to either flesh or vegetable here—the members, as our old Aesop testified long ago, will promptly refuse to perform the duties required of them.

"Now, I don't know who was the originator of this remark about an army's movement, but I would wager a trifle he was a military man, for the average military man regards his class as the only one worth considering, the rest of humanity having been invented by a merciful Providence as a useful appendage thereto. My own view is that the remark applies more to the cycle touring class than to any other, though I do not overlook the fact that if food be

eliminated from the daily programme of others, they also will probably cease to 'move.' In my own case, however, I find that the periodical demands of the appetite are decidedly more pronounced and more urgent when I am spending the majority of my waking hours awheel or resting in the open air from the labor of pedalling. This enlargement of one's powers of food assimilation is usually held to be a proof of the healthfulness of the exercise, but, unfortunately, it has its drawbacks, inasmuch as it constitutes the main drain on the tourist's financial resources. This is where the vegetarian would seem to score, for, bulk for bulk, his foodstuffs undoubtedly cost him less. I may not, however, claim much experience in purchasing provisions or in the open market prices thereof, although the



NEW YORK BRANCH 214-216 WEST 47TH ST.

exercise of an observant eye as I take my walks abroad has brought to my knowledge the fact that seven pounds of potatoes can be bought for sixpence, and if a man could train his digestive organs to tackle potatoes boiled, potatoes baked, potatoes fried, and so on, it seems to me he would save considerably. I mention potatoes because these appear the only things the green-grocer puts a price ticket on, and I feel something of an expert in the current market quotations of this article, but I believe, generally speaking, all such products of the earth are infinitely cheaper when taken first hand, so to speak, than after they have been transmogrified into bulls and sheep.

"I remember some years ago, when I was heroically hoarding my spare cash for the purchase of a new bicycle, the vegetarian restaurant came as a veritable boon and a blessing. For a sum of sixpence or eightpence I could enjoy a sense of absolute repletion which, though it lacked the quality of permanence, and sometimes was followed by somewhat distressing symptoms in the abdominal regions, nevertheless gave me

a sense of great satisfaction, inasmuch as I was reaping a great reward for the money expended. I must confess, though, when the necessary funds had been accumulated and the bicycle secured, vegetarianism lost its charm, and I reverted to the form of diet which entails the shedding of blood and other dreadful things. You see, properly speaking, I was not a vegetarian at all—I merely adopted it to get blown out at a minimum cost—and when I used to sit at table with a party of genuine 'vegs.' and 'vems.'—pale-faced people, with pimply complexions and soulful eyes—I was won't to feel somewhat of a fraud, and that were I unceremoniously fired out from the society of the elect I would be but awarded my just deserts.

"Assuming, however, that vegetarianism in its varying degrees is right, and that all other forms of dietary are wrong, an insuperable difficulty appears to me to arise for the tourist in the practical impossibility of obtaining a vegetarian bill of fare when one is indulging in the haphazard style of wandering peculiar to the devotees of the wheel. The average host is obliging enough, but I fancy that ninety-nine out of a hundred hotel-keepers would 'jib' if called upon to provide at a moment's notice an eatable repast in which neither fish, flesh, fowl nor even good red herring were permitted to appear. In the realms of opinions pro and con which I have studied, I do not recollect this difficulty having been dealt with at all, though it is one that must appeal with considerable force to any strict 'vem.' or 'veg.' who essays a tour. I honestly do think that a non-animal diet would suit me personally, but that it does suit some others most admirably is undeniable; and I know some very fine and stalwart specimens of manhood to whom the taste of animal food has for many years been a stranger..

"Perhaps in the years to come vegetarianism may become sufficiently popular to induce the hotel and inn keeper to be prepared for the arrival of its votaries, but there is no shutting one's eyes to the fact that the cult—if I may so term it—has been more or less in vogue for upwards of sixty years—the Vegetarian Society was created in 1847—and is so little advanced in the estimation of the people of these islands that it is almost universally regarded as a 'fad.' So long as it is so regarded I am afraid it will be hopeless to find much opportunity for a very extensive testing of a vegetarian diet for the average cyclist, who does not wish to be tied down to certain routes and certain houses of entertainment. The charm of cheapness would undoubtedly appeal to a very large class whose touring ambitions are not commensurate with their means, and I think it very probable that many would be only too glad to give the thing a trial if the difficulty to which I have referred were removed. It is also very probable that many who made the experiment would find the change sufficiently agreeable to their digestive apparatus to become permanent converts to 'food reforms.'"

How Tarring Preserves Macadam Roads.

"Tarring French roads has as its primary object the preservation of the surface and only incidentally the laying of dust," says Consul General Robert P. Skinner, of Marseilles, in a report to Washington.

"It seems to me distinctly unfortunate that in the United States, so much stress is laid on the dust problem, and so little on the primary construction and preservation of the roads, although it is obvious that a well-built and carefully preserved road is necessarily dustless. The makeshift whereby the common American dirt road is occasionally dosed with tar and grease of various kinds on the assumption that the French method is being followed merely defers the proper rebuilding of our highway system.

"It must be remembered that France is already endowed with good roads. Whereas in the United States the bicycle and motorcycle and the automobile have come as instruments to awaken interest in the subject of highway building, to combat the destructive influences of traffic many of the French engineers employ the tarring process which aids powerfully to prevent the

disintegration caused by wear and which unless arrested makes the dust nuisance acute.

"It has settled down to a positive conviction in France that hot tar applications are valuable in proportion to the excellence of the surfaces on which they are laid. After two years wear no more dust is observed than would be the case with the ordinary asphalt pavement receiving the traffic of innumerable unpaved streets. The surface is intact and the sides where washing generally occurs looks as fresh and clean after a rain as an asphalt pavement."

Schwab gets in Front at Last.

Oscar Schwab, the former Newarker, evidently is coming into his own. At the Velodrome d'Hiver, in Paris, Sunday, March 11, "Herr" Schwab won a six-mile point race, beating out Schuermann by four points and scoring over several other lesser lights. The time was 13:15½. Schwab also rode in the international scratch at three-fifths of a mile, but only scored second in the trial heat. "Woody" Hedspeth, the negro, was unplaced in his heat. The final was won by Vanden Born.

Why Chains Require Attention.

In overhauling a machine, whether it be leg or motor driven, it is well to note whether the chain has become worn to a point where it exhibits a tendency to ride the sprockets. As the strain imposed upon the chain is vastly greater and more trying in the case of the motor bicycle, particular attention should be devoted to it at the opening of the season. If neglected, it will wear the teeth of the sprockets down until they become like spikes and the chain will jump and rattle. Worn chains are also a source of danger as they are apt to give way at any time. If they show signs of wear, a new chain represents the proverbial stitch in time, for if neglected there is not alone the risk of breaking down on the road, but the expense of new sprockets, for once the latter have lost their pitch, a new chain will not fit.

Coxsackie Chooses its Leaders.

The following officers have been elected by the Coxsackie (N. Y.) Cycling Club: President, Francis Worden; vice-president, Newton H. Calkins; secretary, E. F. Tiel; treasurer, Dr. Wm. I. Saxe.

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Many Events for Motorcyclists.

While the New York Motorcycle Club will repeat practically all of the open events with which its name has been associated during previous years, during the present season it will inaugurate a policy of contests for members only with a view of making membership worth while. These closed contests will all be held during the course of club runs, thus adding interest also to the latter. Among the events on the slate, the dates in some cases not being definitely fixed, are the following:

April 22 (open)—Spring century run on Bedford Rest (Brooklyn) Patchogue course. May 30, Decoration Day (open)—Hill climbing contest. June (closed)—Brooklyn and N. Y. M. C. 50-mile inter-club reliability contest for Nason trophy. June (closed)—Photo run. After photographs a speed judgment contest will be held for prizes. July 4—Touring party leaves for Rochester. July—Saturday afternoon and Sunday run to West Point, inspecting the U. S. Military Academy. July (closed)—Speed contests for prizes. August—Run to Stamford to attend invitation clam bake. August (closed)—Brooklyn and N. Y. M. C. 50-mile inter-club reliability contest for B. M. C. trophy. September—Run to Highstown to meet Philadelphia Motorcycle Club. September (closed)—Gymkana contests for prizes. September (open)—Reliability and judgment run to Bedford, N. Y., and return. October—Saturday afternoon run from Newburg. October (open)—Fall century run on New York course.

Salt Lake to Seek Records.

Although no less than nine world's records were wiped off the slate and new figures substituted at the Salt Lake and Ogden saucers last season, and that without and special effort or inducement, it is expected that this year will produce new marks for every kind of competition. To accomplish this, the management of the Salt Lake saucer has announced that it will make an attempt to have every existing record broken and special prizes will be offered the rider who does the erasing. The curtain will be raised on May 30, and from then on two meets will be given each week, and one every holiday. It is proposed during the season to promote a twenty-four hour and also a six-day race.

C. R. C. of A. Arranges Season's Slate.

That cycling for pleasure and for sport is not a dead issue in the East is evidenced by the schedule of runs and races, which will be promoted by the New York division of the Century Road Club of America, during the ensuing season. Informal century runs will be held every Sunday in April, and in conjunction with the one on April 15, there will be a handicap race from Valley Stream home, with prizes for the leaders at the tape. Following is the remainder of the schedule:

Spring century, Sunday, May 13; 50-mile

road race, Sunday, June 17; mid-summer century, Sunday, July 8; 10-mile road race, Sunday, July 15; 50-mile pleasure jaunt, Sunday, July 22; double century, Saturday night and Sunday, August 4-5; grand combination moonlight and double century run, 15-mile road race, Sunday August 26; Labor Day, Monday, September 3, famous Coney Island Cycle Path race, 25-mile handicap; 100-mile record run, Sunday, September 16; Carnival of Sports, Sunday, September 30; fall century, Sunday, October 7; 50-mile pleasure jaunt, Sunday, October 21; 50-mile road race, Thanksgiving Day, November 29.

Wollenschlager Booming the Century.

Captain P. Wollenschlager, of the Eastern Division of the Century Road Club Association, is rounding up entries for the annual spring century run of that association, which is scheduled for Sunday, April 29. The start will be from the club house at Bedford Rest, Brooklyn, at 6:30 a. m., for the regular division, and two hours later for the fast bunch. "Good Old Dan" Adeed will pace the regular division, so the cyclists will be assured of a "regulation" gait throughout.

Walthour Wins Twice from Guignard.

At the Velodrome d'Hiver, Paris, on Sunday, March 11, Robert J. Walthour rode rings around Guignard, the world's record-holder, in a 20-kilometre (12½ miles) motor paced race. Walthour's time was 13 minutes 49 seconds, a world's record. Later he again defeated Guignard by six laps in a 50-kilo. (30 miles) heat. The time was 36:31½. Walthour was paced by Gus Lawson.

Bedells Find Beef Unprofitable.

News was received in New York City yesterday that the Bedell Brothers—John and Menus—have had their effects attached by the sheriff. The Bedells live in Newark, N. J., and thought to while away the winter days by running a restaurant in Academy street, that city. Evidently they could not make the "beef and —fat!" business pay as well as bicycle riding, for according to report the sheriff has levied upon them.

Newberghs Chose their Officers.

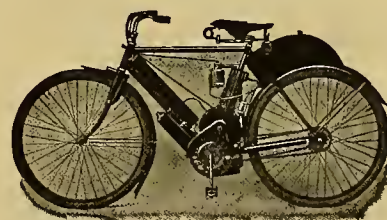
At the annual meeting of the Newbergh (N. Y.) Wheelmen, the following officers were chosen: President, William J. Wygant; vice-president, Charles O. Odell; secretary, Frank W. Tompkins; treasurer, John E. Drew; directors—R. N. Whelan, L. P. Brown, A. H. Crawford, R. J. Snyder, W. J. Leghorn, D. M. Sterling, W. C. Peck, W. J. Kohl and G. E. Halliday.

The Palace Athletic Club has been organized at Salt Lake City, Utah. Just what its objects are is not quite apparent, but it takes the name of the saucer track, and as the names of John Chapman and F. E. Schefski, managers of the track, are named among the board of directors, it must be identified with the racing game.

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Volume LIII.

New York, U. S. A., Saturday, April 7, 1906.

No. 2

MAKERS "GET ACTION"

Plans for Stimulating Cycling Begin to Take Shape—Busy Sessions of Two Associations in Buffalo.

Wednesday last, April 4th, probably was about the busiest day the "fittest" of the cycle trade has had for many long years; and it is extremely likely that it will prove the most fruitful day. The occasion was the meetings in the Lafayette Hotel, Buffalo, N. Y., of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association, which are representative of the fittest who have survived such upheavals and tests as time rarely has applied to any industry.

Since good feeling and the get-together spirit entered the trade, the necessity for "doing things" has loomed larger at each succeeding meeting and on Wednesday, the most necessary One Big Thing was taken up in all earnestness and given a distinct advance. It has to do with publicity—with those measures that will cause bicycles and bicycling to be again talked of, thought of and read of and generally to be once more instilled in the public mind.

Previously each association had appointed a committee to confer one with the other with a view of providing ways and means—chiefly means—of attaining the desired end. These committees had met in Toledo and on Wednesday they rendered their report. It pointed the way to create a fund that should be ample for the purpose after all possible delinquencies and over-estimating had been taken into account. The meeting approved of the committees' recommendations, pledged its support, and with one exception, each organization continued their respective conference committees, which will now proceed to devise the ways and find the man or men necessary to execute them. These committees are as follows:

Of the Cycle Manufacturers' Association—Harry Walburg, F. E. Southard and E. S. Fretz. F. C. Gilbert was a member of the former committee, but at his personal urg-

ing he was relieved from duty and Mr. Fretz substituted.

Of the Cycle Parts and Accessories Association—W. S. Gorton, H. S. White and D. S. Troxel.

Late in the day the two committees held a joint session at which Mr. Gorton was elected chairman, Mr. White, secretary, and Mr. Walburg, treasurer. While a beginning will be made this season, the campaign in view will have more reference to the situation and to results in 1907.

On the part of the C. M. A., the entire forenoon was given up to the committee on jobbing bicycles. This committee is concerned with the equipment of such bicycles and with the proper classification of jobbers themselves. Although some three hours was given to the subject, it was impossible to complete the work in hand and the committee was continued. It is known that a list of some 153 jobbers and alleged jobbers was considered and that while agreement as to a few of them is still to be reached, that it was practically decided that about 50 of those on the list are merely alleged jobbers and "once jobbers" who are no longer entitled to jobbers' quotations. The committee in charge of the work includes practically all members of the C. M. A. who produce and sell stripped bicycles. The stripped bicycle men lost one thing because of their long deliberation—an informal luncheon given by President Pierce, at the Ellicott Club, a happy little function that showed the extent of the prevailing good feeling.

At the regular meeting of the association in the afternoon, the matter of publicity was discussed at length and in detail, R. G. Betts, Editor of the Bicycling World, being invited into the meeting to give his views on the subject. In addition, manufacturers of name-plate or agency bicycles took steps toward clarifying the situation as it affects those goods. After discussion, a committee was appointed which will compile the names of all bicycles of whatever sort and which will also consider the classification of equipment, etc. This committee is composed of these companies: Pierce, Miami, National, Pope, Reading Standard, Consolidated, and Iver Johnson.

Owing to the severance of his relations with the cycle trade, D. W. Gould, of the

Pope Mfg. Co., resigned the post of secretary. J. F. Cox, of the same company, was elected to succeed him. The National Sewing Machine Co. also resigned its membership as it has ceased to manufacture bicycles.

The next meeting of the association will be held in Buffalo, in the Lafayette Hotel, on the first Wednesday in May—the 2d. To expedite matters, the several committees will meet the day before in order to complete their labors and to prepare their reports.

There were but two members of the C. M. A. absent, those present being as follows: George N. Pierce, George N. Pierce Co.; Harry Walburg, Miami Cycle & Mfg. Co.; J. F. Cox, D. W. Gould and F. C. Gilbert, Pope Mfg. Co.; W. F. Rempis, Reading Standard Cycle Mfg. Co.; W. E. McGuire, A. W. Colter and Ezra E. Kirk, Consolidated Mfg. Co.; George M. Hendee, Hendee Mfg. Co.; F. C. Finkenshaedt, National Cycle Mfg. Co.; Fred I. Johnson, Iver Johnson Arms & Cycle Works; F. E. Southard, Toledo Metal Wheel Co.; J. W. Ash, Hudson Mfg. Co.; J. F. Vogel, Gendron Wheel Co.; E. S. Fretz, Light Cycle & Foundry Co.; F. C. Robie, Excelsior Supply Co.; W. G. Shaack, Emblem Mfg. Co.; E. J. Lonn, Great Western Mfg. Co.

The meeting of the Cycle Parts and Accessories Association was a special one, called on short notice, and because of the

(Continued on following page)

New Men in Yale Management.

W. E. McGuire has been appointed general manager of the Consolidated Mfg. Co., Toledo, Ohio, makers of the Yale and Snell bicycles, and already has assumed the duties of the office. Mr. McGuire is a new man in the cycle trade who comes from Canada, where he was engaged in the metal stamping industry, with a big reputation as an organizer and producer. He was in attendance at the Cycle Manufacturers' Association meeting in Buffalo on Wednesday and though reserved, his pleasing personality caused those whom he met to warm toward him. A. W. Colter, treasurer of the company, and Edward Buffum, sales manager, will continue the duties of those offices exactly as heretofore.

MAKERS "GET ACTION"

(Continued from preceding page)

fact was not very largely attended. It was called chiefly that the work of its conference committee might not be halted by lack of authority and the fruit of its session was the approval of the action of the joint conference and the empowering of its committee to continue the work in co-operation with the C. M. A. President W. H. Crosby, to whose initiative so much is due, was, of course, in attendance and presided. The other members present were: H. S. White, Shelby Steel Tube Co.; W. S. Gorton, Standard Welding Co.; W. J. Surre, Corbin Screw Corporation; R. D. Webster, Eclipse Machine Co.; D. S. Troxel, Troxel Mfg. Co.

Gould Leaves the Pope Forces.

D. W. Gould, manager of the Pope Mfg. Co.'s Chicago factory, has resigned that office and on Monday next will assume a responsible position on the staff of Sears, Roebuck & Co., the Chicago mail order house. Although the latter firm deals largely with bicycles, Mr. Gould's duties will be entirely foreign to that department.

Mr. Gould, who has been identified with the cycle trade for some 16 years, proved himself one of the brightest young men in the business. Originally he was private secretary to A. Featherstone and when the Featherstone business was taken over by the American Bicycle Co., Gould went with it, being ultimately promoted to the management of a department. When the Pope Mfg. Co. purchased the remains of the A. B. C. and reorganized the business, he became assistant manager of the Western department under Arthur L. Atkins. When ill health forced the latter to retire, Gould was appointed to fill the vacancy and it was not long before he began to make his force felt. It was the ability and thought he displayed that attracted the notice of Sears, Roebuck & Co., who made Gould such a flattering offer that he could not refuse it. He will be succeeded by F. C. Gilbert, now in charge of the Pope plant in Hagerstown, Md., and one of the young but able "old reliables" of the Pope company.

Canal Zone Field for Trade.

United States Consul-General Shanklin, of Panama, suggests to manufacturers of bicycles, that there is a good sales opening in the canal zone. The streets in Panama City have been paved in several directions, and splendidly built roadways reach to the Sabanas. This affords a route of about 16 miles which, he thinks, will tempt many people to take advantage of the improved streets and highways.

British Exports in February.

During February, the records of exports of British bicycles and parts, although of less volume than that for the preceding month, yet showed a marked increase over the corresponding period of a year ago. The total number of complete machines ex-

ported was 5,048, the value of which was declared at \$144,590, in addition to which \$367,105 worth of parts were sent out, bringing the total up to \$511,695, as against \$520,975 for January, and \$409,755 for February, 1905. The aggregate shipments of cycles and parts for the first two months of this year have amounted to \$1,032,670, in distinction to \$737,700 the sum total of last year's business up to the first of March, which represents an absolute increase of \$294,970.

Hall Secretary of Western District F. A. M.

Vice President Hunter, in charge of the Western District of the F. A. M., has appointed Irving R. Hall, of Oak Park, Ill., secretary for that district; there is small doubt but that marked activity will be the result. Hall has a reputation as a worker and is full of faith in the F. A. M. It is a matter of "inside" knowledge that the Chicago Motorcycle Club, of which he is secretary, last year endorsed him for the western vice-presidency, but word of the club's action did not reach the F. A. M. officials in time and the Chicago man who was present and nominated the successful candidate had left the Windy City unaware that his club had expressed a choice.

Sales of Lamps Show Big Increase.

Indications of a very largely increased demand for bicycles this season are not wanting. One of them that speaks for itself is to be found in a statement of the Badger Brass Manufacturing Co., of Kenosha, Wis., to the effect that orders for Solar lamps during the first three months of the present year have been more than treble what they were for the same period a year ago. No less than 6,000 more Solar lamps have been sold since January 1st, 1906, than were ordered in the first quarter of 1905.

The Retail Record.

Peekskill, N. Y.—C. H. Winn enlarges bicycle store.

Ukiah, Cal.—J. H. Waugh's cyclery destroyed by fire; damage, \$2,500.

Medina, N. Y.—Kirk Warner's bicycle store destroyed by fire; loss, \$800.

Burlington, Vt.—Smith Bros', sporting goods dealers, added bicycle department.

New Company Succeeds the Berkshire.

The Berkshire Cycle and Automobile Company, of North Adams, Mass., formerly the Berkshire Cycle Co., has become incorporated, with \$5,000 capital. Anson Williams has been elected president; Walter Parker, treasurer, and Milton L. Ferro, secretary.

Kinloch to Re-open in Paterson.

Andrew M. Kinloch, who was a Paterson, N. J., bicycle dealer until burglars removed most of his stock in trade last year, will again tempt fate by opening up at 272 Straight street, that city, on Monday next. Snell and Hudson wheels will be carried.

TO MAKE WORLD-WIDE TOUR

Two Western Cyclists Undertake to Girdle the Earth.

Although the value of bicycle touring from the pleasure-seekers' standpoint has been appreciated to the full for many years, and although the advantages in the way of general advertising which accrue from a well-planned trip have been made use of in more than one instance, it remained for two Illinois men to evolve a scheme of business pure and simple, in which a tour of nearly the entire northern hemisphere is contemplated, and which is to be similar to any other business trip except that by the use of bicycles instead of the more ordinary modes of travel, better access to their prospective customers may be had, and their purposes may be better served. Lester R. Creutz and George E. Holt, of Moline, the joint originators of the idea, will commence their trip sometime in the middle of June.

After leaving New York and spending a few days in Liverpool, England, their bicycle trip will begin. Because of the lateness of the season it is probable that motor-cycles will be used through Europe.

It is expected that New Year's day will see them at Algeria, in Africa, Christmas probably having spent among the vineyards of southern France. January and probably being spent among the vine-northern Africa. Local conditions will, of course, entirely govern this trip. From Tunis the tourists will go by boat to the island of Sicily, and after passing across the island will begin their wheel northward through Italy to Switzerland; thence their itinerary will lead them eastward to Vienna, in Austria; thence south through Austria to the Balkan states, Roumania, Servia, Bulgaria and Turkey, to Greece, whence a trip to the principal points of interest in Egypt will be undertaken, followed by a trip by boat down to the Red sea, around the Arabian peninsula to a Persian port. After going around the Indian peninsula and visiting Bombay and other points, they will go down the Malay peninsula to Singapore, visiting Sumatra and Borneo, and take boat for Manila. From the Philippines they will go to China, thence to Japan. After a visit to the land of the mikado, they will sail for the Hawaiian islands, on their way home.

Coaster Brake Coming into its Own.

That the coaster brake finally is "coming into its own" seems to be indicated by the trend of the trade orders up to date. Wednesday, J. F. Cox, sales manager of the Pope Mfg. Co., stated that 72 per cent. of their orders were for bicycles fitted with coaster brakes.

R. A. Cory, a bicycle dealer at South Haven, Mich., was drowned in Lake Michigan, last Saturday, 31st ult. Cory was setting decoys for ducks when the boat capsized.

FEEDING POPULAR INTEREST

What Publicity Affects and how its Effectiveness may be Increased.

Apparently there is absolutely no limit to the scope and variety of method taken by the successful advertising man. New ideas in the advertising line are constantly being brought forth and followed out or past up as the case may be with kaleidoscopic variety. The science, as such has been characterized most astutely as the true business lever, but just as any lever loses its advantage of position and grip if the properly required amount of pressure is not brought to bear upon it at the right time, and all the time until its object has been accomplished, even so the wisely cast advertising method must be followed up, or it fails of its purpose and goes down on the debit side of the account. Moreover, just as it requires a great many blows delivered by a hammer to complete the forging of another such implement, so the tool which is to be used in welding public opinion into such shape that it will yield to the opportunities held out to it by the maker and the dealer must be wrought out by a process similar in its persistency, which is best handled from the vantage point of the trade press.

Hence, the persistent reiteration of the principles and merits of consistent and persistent advertising, in the columns of the weekly organs of the industry. Says a writer in the *Bicycling News and Motor Review*:

"Reviewing these things from an unbiased standpoint, we are bound to conclude that persistent and broadcast advertising is the very water without which the tree of life cannot bear much fruit. And it should be done, not to the trade only, but to the public as well; for doubtless it will be obvious to all wideawake persons that there are thousands of people who have already decided to purchase a bicycle, but have not yet decided, have not even the least idea what particular machine to have, but are casting about and reading up everything they come across relating to cycles.

* * * * *

"If my observation is clear, I believe there are some manufacturers who place too much confidence in a name that has been made some ten to twenty years ago. A good name is one of the brightest lights to prosperity that any firm can possibly have, but however good it may be, or has been, it is much easier lost than gained, and therefore ought to be backed up by quality in every machine that bears it, and, above all, 'well advertised,' as this is doubtless the very best fuel to keep its light still shining, otherwise it will most certainly become dim, and finally burn itself out altogether. Its value having then reached its lowest point, it is often sold for a mere trifle, it may be to honest men, but most

likely to a lot of speculative rogues, who in their lust for gain make a counterfeit and pass it off as the genuine article, deceiving those both inside and outside the house so cleverly that one is brought to doubt whether or not there is really anything in a name, and thus the really good becomes singed by the superficial influence of the bad, to the great and lasting disadvantage of a struggling and honest industry. Thus we get another good reason why the genuinely good makers should more broadly and loudly blow their trumpets, until they almost make a person feel he is on a good bicycle, when, in fact, he is simply reading about it. Do not sit quietly in your arm-chair trying to make yourself think the agent is the cause because you are not selling enough machines. There has always been too much of this. Create a demand, both by advertising and quality; for it must be admitted that it is the manufacturer's right and place to do this, and the agent's place to sell that for which there is a demand, for it must be recognized that an agent, if he knows his business, buys on the very same principle as the manufacturer himself, namely, that which is best value for money. Unsaleable goods are as useless to him as bad material is to the manufacturer. If goods he buys turn out faulty, his business suffers in consequence, thus leaving him no alternative but to cut the makers or lost his trade. This is no idle talk, for the writer himself, through faulty material supplied, has been obliged to withdraw his support from several prominent and well-known firms in the trade. These people are generally the loudest in their cry and they cannot get proper representation, when the real facts are that they are slowly but surely committing suicide.

"One good and up-to-date form of advertising that I believe would pay good makers to adopt, would be to have some good matter composed, and either sung or spoken on to some records and supplied with every machine sold, or otherwise a few supplied each agent, to be used only in his depot, where a phonograph might be kept. This plan would not only work well for the time being, but it would act as a better lever still for the year following, because thousands of people would hear the records during the following winter and coming spring. One thing about this is, that it would not be wasted, as the articles would be useful, amusing, inexpensive and lasting. The greatest responsibility regarding results would rest on the composition, but in any case it could be made one of the best and most up-to-date advertisements of the present age."

France Cuts Bicycle Tax.

Evidently with a view of stimulating the Frenchman's decadent interest in cycling, the French bicycle tax which has all along been accused of being the cause of this lack of interest, has been cut in half. It was formerly six francs (\$1.14) and is now three.

WINNEPEG IS WIDE AWAKE

Canadian Enthusiasm Grows and Bicycle Path Mileage will be Increased.

Canadian bicycling enthusiasm is showing such a marked increase that in Winnipeg, it is considered expedient to increase the amount of cycle path mileage. In order to do this, however, it will be necessary to increase the per capita cycle tax from 50 cents to \$1.00, but as this will only bring the tax on a par with that imposed by several of the neighboring communities, it is thought that it will not be considered a hardship by the riders. The present income of the cycle path board is barely sufficient to carry on its work, and a substantial addition will be necessary in order to permit of an enlargement in the scope. Secretary R. D. Waugh has the matter at heart and will present it for action at the annual meeting, soon to occur.

There are some fifteen miles of cycle path in the vicinity of Winnipeg, which have been kept in good condition ever since the formation of the board, in addition to which the services of an officer have been retained to look after the stolen wheels, returning them to their rightful owners as far as possible. That branch of the work has been particularly successful, the majority of the reported losses being made good within a short time. And as an immediate result of the two seasons' work in this respect, the amount of cycle thievery has been reduced visibly.

The income of the board, which at the present time amounts to only about \$4,000, leaves but a small margin after the salaries of the officers have been deducted, and this has been speedily absorbed in maintaining the paths. Hence, the increase in the tax is thought to be imperative, and will likely go into effect within a short time.

Gliesman Relinquishes Presidency.

Despite the protestations of his fellow club members, Harry A. Gliesman, who has faithfully served the Tiger Wheelmen, New York City, for several years as its president, relinquished that office at the annual meeting this week. Gliesman, however, did not entirely shake himself out of harness, as he was persuaded to act as financial secretary and treasurer, to which office he was unanimously elected. Charles P. Soulier was elected president, William Tully, vice-president; George B. Hunter, recording secretary; H. T. Mayo, corresponding secretary; Urban McDonald, captain, and Peter J. Baum, first lieutenant. The new officers showed their "tigerish" tendencies by calling a run and race for to-morrow (Sunday). The race will take place at Valley Stream, L. I., at one o'clock and the course is to Lynbrook and return, a distance of five miles. It will be a handicap, open only to club members.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

**Comfort
Resiliency**

and 45 per cent. Saving in Tire Maintenance are the essentials
of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

Published Every Saturday by

THE BICYCLING WORLD COMPANY

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Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 7, 1906.

What Association Accomplishes.

To a man in whose veins ice water does not run, attendance at a meeting of either of the cycle trade associations, which are now in being and working for the welfare of the industry, is as good as a tonic. That the beneficent influence of these associations is equivalent to the revivifying effect of an elixir on the whole industry, is undoubted. They present a striking example of the benefits of organization and it is difficult to conceive how anyone engaged or directly interested in the industry can remain outside the ranks.

Personal contact has convinced every man that the other fellow—his rival—is neither possessed of horns, nor does he carry a pitchfork, but is a pretty good fellow after all, and, once amenable to reason, a great deal is accomplished. This object, the associations have already fully achieved, and as a result, substantial progress toward lasting betterment of prevailing conditions, is not only under way, but within easy reach.

There seems to be no room for doubt that the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association will leave a very deep impress on

the industry as a whole and infuse it with the spirit and direction which are essential to its progress. This is as it should be. That community of interest that prevails in all other industries, is as a matter of course, fully present in the cycle trade, but recognition of the fact has been a long time in coming. The cobwebs, however, have been brushed away and the clearer vision, steadfastness of purpose and direction that have taken their place and which are now so marked, are certain of results. The fizz and fireworks of cycling are long since dissipated, and it looks now as if the industry had at last entered upon that period of sober manhood which renders progress intelligent, dignified and enduring.

Makers Frown on Alleged Jobbers.

It is small wonder that jobbers and the jobbing bicycle are coming in for so much attention at the hands of a considerable section of the Cycle Manufacturers' Association. While that type of bicycle is not as cheap as it used to be, which is in the nature of a Godsend, it is still a source of concern to those who have to do with it. Though quality is a secondary consideration with the jobbers and mail order houses make a specialty of marketing the bicycle that masquerades under many names, the demands which these people think nothing of making upon the manufacturers, are little short of astounding. The demand arises, of course, from the absolute necessity of pinching even half-pennies, which pinching alone makes such bicycles possible and the means employed to effect these ends are scarcely creditable.

Wishing to negotiate with a maker for a supply of nameless bicycles, a quotation is requested on a certain number complete. This is merely in the nature of a "feeler." The lowest figure submitted by different makers appealed to is then used as a basis upon which to work. With this quotation in their possession it is the custom of the stripped bicycle brigade to scour the markets for job lots of cheapness. Close figuring is naturally imperative and when one of these specialists in stripped machines is able to light upon a quantity of doubtful spokes, "seconds" in rims, hubs or saddles, he is equipped for further operations. Having become the possessor of a sufficient quantity of one of these essentials to provide the lot of machines he wishes to have made in that respect, he goes back to the manufacturer and requests another quotation; not on the complete bicycle, but on a machine built by the maker incorporating

the odd parts, such as spokes, rims or hubs, which have come into the price shaver's possession at a figure which through some defect or the bankruptcy of their maker have been thrown on the market at a fraction of the cost of production.

In view of such penny-shaving practices, it is not to be wondered at that manufacturers who deal with this class of trade are up in arms. It makes them little more than piece workers or assemblers. Nor is it strange in view of the altered conditions that a revision of the jobbers' list should become necessary. In all probability, if the names of some of those who figure as jobbers were to be published, it would cause a horselaugh. Some of them—and some in this instance, doubtless means many, are purely local dealers, utterly unknown outside their own limited districts, while others are of the basement job lot type.

A Step in the Right Direction.

In all the broad field of what is classified as sport, there is probably nothing more equivocal than the situation of the so-called amateur. It is very apt to be much the same, no matter what the "game" in which he is engaged, and the complications arising from his demands upon the promoters, and managers of meets, and the discontented murmurings of the chronic "kickers" are as numerous as they are amusing to the world at large. For the great disinterested public fails to grasp the importance of the distinction between the amateur and the professional competitor.

Yet the distinction is one of exceeding simplicity. In a word, the amateur is one who strives for the sake of the strife, while the professional strives for what he is to gain by it in money value.

Pure amateurism and pure professionalism are the heart and soul of good sport, and the getting away from them is the beginning of the end in any case where it is allowed to creep in. That being the case, the action of the local club which has decided to award no more gewgaws and trinkets for its meets, but instead to reward merit with meritorious awards in the shape of suitably engraved medals, is a step in the right direction.

"Enclosed please find \$2.00 for renewal of the Harvard Motorcycle Club's subscription to the Bicycling World. The club has derived much satisfaction and useful information from your paper."—E. Gordon Hawes, Secretary Harvard Motorcycle Club, Cambridge, Mass.

Virginia's Curious Law.

Although President Betts, of the Federation of American Motorcyclists, received assurances that bicycles and motorcycles had been eliminated from the provisions of the Byrd automobile measure, which has since become a law, a perusal of a copy of the new Virginia regulations disclose the fact that motorcycles are exempted but that bicycles are included in its ridiculous provisions, that is, if the law is to be construed literally.

Section one of the law says "that it shall be unlawful for any person or persons except in accordance with the provisions of this act to run, drive or operate any automobile, locomobile or any vehicle of any kind, the motive power of which shall be electricity, steam, gas, gasoline or any other motive power except animals, and which said vehicles shall hereafter be called machines in this act, on or along or across any public road, street, alley, highway, avenue or turnpike of any county, city, town or village in the State of Virginia, except and until such person shall comply with section two of this act."

It is all according to the literal construction of the law whether or not cyclists will have to comply with its provisions. If the power produced by a person to drive a bicycle is animal, that is, if cyclists are to be classed as animals, then they will not have to conform to the impossible regulations laid down in the bill. However, the class need not be unnecessarily alarmed for it is doubtful if a cyclist ever will have to face a Virginia police magistrate for failure to act in accordance with the literal translation of the law.

If, however, the law is literally enforced each cyclist will have to take out an annual license, the fee for which is \$2.00, and must carry a numbered tag, the figures of which must be not less than four inches in height, upon the rear of his machine. He also will be required to exhibit the certificate which is given when the license fee is paid, to the keeper of every toll gate he may happen to pass.

The rates of speed set forth in the law are eight miles an hour in cities, towns and villages; around curves or bends in the road; where the street or highway passes built-up portions of cities or towns, and at all points on the public highways where there is a gathering of persons or horses; otherwise, a speed of fifteen miles is allowed.

One ray of hope is held out to cyclists in the event of the law being enforced to the letter, and that is that it will apply only to counties whose Boards of Supervisors shall, by a recorded vote, adopt it.

Motorcycles are supposed to be exempted from its provisions in section fifteen which says in part: "Nothing in this act shall apply to the machines known as traction engines, or to any locomotive engine or electric car running on rails or motor bicycles." As bicycles are not mentioned they evidently are classed as machines if the letter of the law is to be carried out.

CORRESPONDENCE.

How to Clean the Bicycle.

Editor of the Bicycling World:

To one who takes a pride in the appearance of his bicycle and who appreciates the great advantage of always having his machine in the finest possible condition, the comment in a recent issue of the Bicycling World on the little attention that the present day rider bestows on his mount, the truth of which is borne out by every day observation, causes a feeling of regret. Especially when it is taken into consideration the little extra time and trouble that is involved in keeping a wheel in fine trim.

Probably one reason why bicycle cleaning is regarded as such a disagreeable job by so many is owing to the stooping position that is required, with its constant attendance of backache and cramped legs. This discomforting feature can easily be eliminated by hanging the bicycle up by means of two ropes fastened to the ceiling or other convenient place, one of which passes around the handle bar stem and the other around the saddle. Another big advantage in this procedure is that the wheels and pedals can be freely turned; indeed, in effecting adjustments, making tire repairs, truing up wheels and so forth, I find this method of suspending the bicycle for more convenient than placing the machine upside down on the handle bar and saddle, as is the custom with many repair men. About half an hour a week, when the machine is in active service, is all the time that need be involved to keep it in fine condition, provided the cleaning is properly done.

The method that I follow is this: First, I remove the dust with a soft feather duster and any mud with a thoroughly wet sponge, being careful not to cause the mud to scratch by any rubbing action. I then allow the machine to dry, after which all the parts are gone over with a soft cloth, dampened with sperm oil, "3 in 1," or vaseline. The use of this oiled cloth is of the greatest importance, for it covers the polished surfaces with a very thin layer or film of oil, not heavy enough to cause dust to collect, yet of sufficient thickness to keep the metal from contact with dampness or the air, so that the nicked parts never tarnish or develop rust spots. Riders often wonder how I manage to keep the finish of my machines in such fine condition and imagine that I give it a great deal of time and attention. In the last 10 years or more, however, I have never used a single drop of polish, nor have I ever rubbed any of the bright parts any harder than one rubs his eye glasses.

Besides proper care in cleaning, other things must be considered if one desires to preserve the finish on his wheel. It is just as easy to rest a bicycle against a wall so that only the saddle and handle bar grips come in contact with its rough surface. No enamel will retain its lustre or remain free of scars if the frame is allowed

FIXTURES.

April 19—Boston, Mass.—Opening race meet at Revere Beach track.

April 21—Frankford, Pa.—North East Wheelmen's Racing Association race meet at Kensington track.

April 22—Valley Stream, L. I.—Roy Wheelmen's five-mile handicap road race for club championship; closed.

May 6—Camden, N. J.—Atlantic Wheelmen's sixty-mile road race to Atlantic City; open.

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five-mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's twenty-five-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

to slide around on the corner of a brick house or an iron post.

It is true that a fine finish and appearance have no influence on the running qualities, or the usefulness of the bicycle, but that is a lame excuse, indeed, for the lazy or slovenly individual who pleads it and who would have us believe that his time is so valuable or taken up that he can not keep his mount in presentable shape. By the same line of argument one might as well neglect to brush his clothes, or polish his shoes.

Much labor and expense was involved in attaining the fine finish on the modern high grade bicycle, which is sufficient proof that most people demand something more than mere utility and service, and a rider can well afford to give his mount at least enough attention to keep it in a cleanly condition. The wheelman who takes a pride in the appearance of his wheel finds the cleaning process a pleasure instead of drudgery.

It is to be hoped that the present day tendency of neglect will be short lived, and that some effort will be made to cultivate the spirit of pride that seems to be so utterly lacking with some cyclists nowadays. That such effort is worth while is proven by the fact that those cyclists who do keep their bicycles in good condition, invariably ride high grade machines.

THE MISSOURI KICKER.

"KARL KRON" RETURNS

The Veteran and his Nickeled Ordinary get Back from Europe, via Brazil.

"Karl Kron" is back. He returned last week from the "steenth" instalment of his "tour around the world." His nickeled high bicycle and his white flannel clothes came with him. His return, however, was marked with bitterness. One of the New York newspapers, in chronicling Karl's arrival said, that he had toured through the "hot valleys of lower Brazil." Although Brazil comprises one-fifteenth of all the land in the world, and three-sevenths of the land in South America, there are few if any rideable roads in that country, therefore "Mr. Kron" thinks an injustice has been done him by stating that he rode his nickle-plated ordinary in Brazil.

"Beneath the blazing sun of the Tropic of Capricorn (where the thermometer in the shade registers 80 degrees,)" writes "Kron" in a letter mailed at Buenos Aires before his departure, telling how he spent Washington's birthday, "I drove my good old bicycle of 1884 a distance of more than sixteen miles over unrepeatable streets—a part of them asphalt, a part of them wooden blocks of ranging degrees of smoothness, and a small part of them Belgian blocks. When I put the machine on the steamer, to begin the homeward voyage toward New York, its cyclometer showed 8,285 miles of touring registered during the last five years, and a total mileage of 33,957 for the twenty-two years beginning April 4, 1884. The ink which writes these words has been carried in an ordinary ink bottle for 2,500 miles in the luggage roll on top my bicycle and besides 6,400 miles on an ocean voyage."

Most of "Karl Kron's" peregrinations on this last trip were done in Great Britain last year. In Scotland he covered 1,880 miles, entering that country on September 29, and leaving for Brazil New Year's day, 1906. In the land of thistles and briar bushes there were only about thirty miles of roadway which he traversed twice, and of the 119 days he was there, only seven was he compelled to put his nickle-plated Columbia under shelter from the rains. As has been told in the *Bicycling World*, his eccentricities created consternation in Great Britain, where the sight of a gaunt, spare man, hatless, clad in a white flannel suit in the dead winter, nonchalantly plugging away on an old ordinary, was like some apparition out of the dim past. No wonder they gazed in astonishment. He reached John O'Groats, the most northerly point in Great Britain, October 22, 1905, and the following extract from the visitors' book at John O'Groats Hotel, on that date, is quaintly interesting.

"Karl Kron, of Washington Square, New York City, drove his 46-inch bicycle—Columbia, 234, Jr.—to the door of this hotel, 18 October, 1905, at 3:17 p. m., when its

cyclometer registered 777 7-10 miles from the landing stage in Liverpool, whence he started at 1 p. m. of 23 Sept. This shows an average of 32½ miles for the 24 days of riding. 'No. 234 Jr.' was built in March of 1884 and was driven 25,672 miles by its owner during the 17 years following. During the five years of 1901-5 he has driven it 6,517 7-10 miles, making its total mileage for 22 years, 32,189 7-10. He believes that no other such machine, built so long ago, has done any similar touring in this 20th century; and that this last survivor of all the high bicycles is the last of the type that will ever make the tour to John O'Groats."

Fenn to Ride at Salt Lake.

Reports from Salt Lake City would seem to indicate that the Mormons will have all the crack professional riders in the country to furnish them with entertainment this season. The latest acquisition is William S. Fenn, the Bristol potato grower. Fenn signed to ride at Salt Lake for the greater part of the season, and has been given eight match races. It is also stated that Kramer is going to accept the proposition offered him by the track managers, but whether or not it is true, cannot be learned. It is very probable that the champion will remain in the East. To-morrow (Sunday) Kramer will make his first appearance this year at the Buffalo Velodrome, Paris, in a match race against Friol, who, it is said, is riding better than ever.

Arnst Wins the Sydney Thousand.

Cable reports from Australia bring the news that a native Victorian again won the Sydney Thousand, the one mile handicap, for which the largest prize in any bicycle race—\$5,000—is hung up. It was decided on March 23 and was won by Arnst, who had 75 yards. Walter Rutt, the German, who was brought to Australia to defeat Lawson and McFarland, finished second from scratch, and Payne, a Victorian, on 90 yards, was third. Time, 1:54. The report does not say whether or not McFarland rode, but that he gave out that he would ride on Paris tracks the remainder of the season.

Sherwood may Re-enter Amateur Ranks.

Although it is not definitely stated, there is every reason to believe that Charles A. Sherwood, the crack young rider of the New York Athletic Club, who was turned professional at the annual meeting of the National Cycling Association, will be returned to the amateur ranks by the board of appeals that decide such appeals. It was learned this week that three other amateurs likely will be given a chance to sprint for "real" money this season. They are Louis J. Weintz, the "surviving" member of the New York Athletic Club's team; W. Van Iderstine and James Zanes, of the National Athletic Club, of Brooklyn. Many of the riders wondered why the Board of Control

missed Zanes at the harvest, but it will come as a surprise to learn that Weintz is being considered. Van Iderstine rode on the tracks last year, but did not cut much of a figure.

French Motorist Beaten by Rain.

Despite the fact that a rainstorm came on during the course of a trial against time, making the track very treacherous, Anzani persisted in making an attack on the long distance motorcycle record in Paris, recently. At one of the turns while going at a pace well in excess of a mile a minute, the machine skidded badly and threw its rider high in the air. He barely escaped falling on the fence in his descent and came down heavily within the inclosure. By what appears to be a miraculous stroke of fortune, neither the rider nor the machine suffered more than a few trivial injuries.

Brooklyn Motorcycle Club Incorporates.

The Brooklyn Motorcycle Club "took out papers," this week, its objects being for social purposes, to defend the rights and privileges of motorcyclists and to maintain a clubhouse." No capital is named. The directors named in the articles of incorporation for the first year are: E. W. Carritt, Carroll Leroy Mosher, F. A. Baker, Henry J. Wehman and Charles L. Sammins.

Philadelphia Associated Clubs Elect.

These officers have been elected by the Associated Cycling Clubs of Philadelphia: President, Thomas Hare, Century Wheelmen; vice-president, H. C. Hochstader, Americus Wheelmen; secretary, Joseph Estoclet, Quaker City Wheelmen; treasurer, Joseph Gilbert, Quaker City Wheelmen; executive committee, the officers, J. N. Reeve, R. Herold and E. Ramsay.

Moran After European Prizes.

And still they go. The last professional bicycle rider to seek coin and glory—more particularly the former—in Europe, is James F. Moran, of Chelsea, Mass. "Peggy" sailed from New York yesterday morning and will follow pace on Paris and German tracks for the next month.

Kingston Cyclists Organize.

As evidence of the return of cycling as a pastime in the State of New York, was the formation last week of the Pastime Cycle Club, at Kingston. The members elected S. D. Hornbeck, president; J. H. Myer, vice-president; W. F. Freer, secretary, and James H. Austin, treasurer.

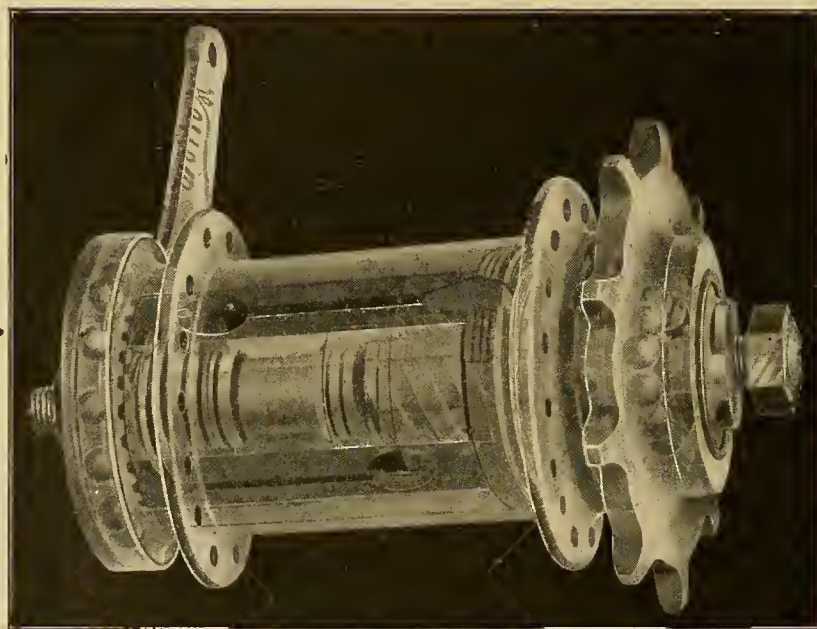
Birmingham Sees a Motorcycle Race.

One motorcycle race, at three miles, was run at the first automobile race meet at Birmingham, Ala., Monday, 2d inst. Eight riders contested for the first prize, which was won ultimately by a Birmingham rider named Jenkins. The time was 5 minutes 1 second.

THE MORROW

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TO SECURE REAL AMATEURS

Action Taken by Roy Wheelmen to Eliminate the Taint of Professionalism.

In an effort to stamp out the tendency toward professionalism in amateur bicycle racing, the Roy Wheelmen, a young but energetic organization of New York City, has taken the initiative by passing at their last meeting a resolution that will go far toward elevating the sport in that club if indeed it does not have a good effect upon cycle racing in general. The Roy Wheelmen did what other clubs have long been wanting to do, but evidently have lacked the courage. They agreed, by a vote of the members, to give no prizes in club races that can be classed as merchandise, but instead offer medals and trophies, suitably inscribed, which will have an emblematic significance. The resolution, which explains itself, is as follows:

"Whereas, amateur bicycle racing is becoming each year more and more professionalized, and on account of this fact is in danger of losing its primary objects and time-honored traditions. In view of this crisis now impending,

"Be it hereby resolved, by the Roy Wheelmen of New York City, State of New York, that, during the season of 1906, this club discountenance this growing tendency toward professionalism by agreeing to offer in its club races no merchandise, but medals and trophies that shall be emblematic of true sportsmanship and not of graft."

"We came to the conclusion," said one of the officers of the club to the *Bicycling World* man, "that the practice of giving watches, clocks, bicycles, tires, tons of coal, turkeys, bottles of 'booze,' and a nondescript conglomeration of other 'whatnot' that is equivalent to so much in dollars and cents, does more harm to the game than good. We realize that at this time it is well nigh impossible to hold open road races, and draw a paying lot of entries, without offering a long string of prizes, but as the Roys do not intend to hold any open races this year we think we can well afford to abide by the stand we have taken.

"In club races the spirit is not, or rather it should not be, the 'what-am-I-going-to-get-out-of-it' kind; instead, each rider contests in them for the honor and for the standing and prestige it gives him in his organization. To foster the spirit of pure amateurism will be our aim, and I think other clubs will follow our example. In our club races we shall give three primary prizes—gold, silver and bronze medals—and they will be engraved suitably.

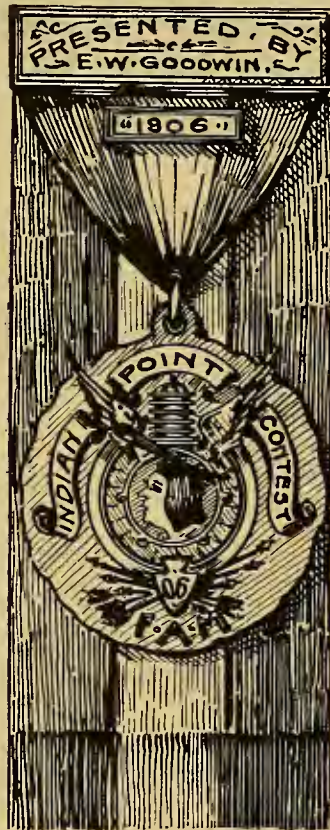
"Another thing that influenced us in taking the step was this: We think that manufacturers have been imposed upon by clubs, in some cases; also on the other hand, there have been cases where the trade has not done right by the clubs. Small clubs have been prone to ask and beg manufacturers to 'come up' with prizes for

each little race they may hold, and we think that is going too far. Makers of cycles and accessories expect to donate prizes in big open events where the number of contestants justifies the expense, but it is an injustice, I think, to command them to stand and deliver for every little club race.

"During the coming season we shall not solicit prizes. Of course, if the trade wishes to donate medals or trophies, we will certainly accept and be glad to put donations up for competition, but we do not want to be classed as a begging club."

Goodwin Gives a Medal.

E. W. Goodwin, an enthusiastic Brooklyn, N. Y., motorcyclist, who owns quite a "stable" of Indians and in whose veins the



blood of the "tribe" runs strong, has given proof of its strength by, so to speak, shying a medal into the arena. It is of his own design and is shown by the accompanying illustration. The medal is offered for the rider of an Indian, not connected with the Hendee factory, who during the year 1906 scores the greatest number of points in open competition of any sort, whether on track or road. Points are to be scored on the basis of 3, 2 and 1 points respectively for firsts, seconds and thirds, the records of the F. A. M. Competition Committee to decide the riders' standing at the end of the season.

The donor of the medal is in no way connected with the trade, but is a sterling sportsman who loves a brush of any sort. His idea in giving the medal is to encourage riders to finish well up, whether there be but a single prize at stake.

GOOD RACING AT BUFFALO

Fred Schudt Makes Two New Armory Records, Cutting One of His Own.

Two record breaking bicycle races marked the close of the season's games at the Sixty-fifth Regiment armory in Buffalo, N. Y., on Friday night of last week, and in each of them Fred Schudt, the crack young sprinter of the Standard Wheeling Club, figured as the "carver." The first to go by the boards was the two mile, Schudt riding from scratch in the remarkably fast time of 5:13 $\frac{3}{4}$. The time may not seem fast to the uninitiated, but riders who have tried to circumsprint on a treacherous flat floor know its dangers. In the five mile open, Schudt clipped five seconds off the record he set up three years ago. Last Friday night he covered the distance in 13:42 $\frac{3}{4}$.

Schudt's ride from scratch in the first heat of the two mile open, was one of the features of the evening. H. S. Sykes, on 95 yards, crossed the tape second, with Philip Backert, 115 yards, third. The time, 5:13 $\frac{3}{4}$, as stated above, is a newrecord. In the second heat, J. M. Tanner, 15 yards, finished first, with W. E. Bauman, the honor man, and Al Mercer, 75 yards, second and third, respectively. Time, 5:21. C. J. Smith, a long marker, scored in the next heat and Charles McCracken, from 75 yards, got over the tape first in the fourth heat. The final was captured by Sykes by a narrow margin from McCracken and Stigelmair, who was out on the 125-yard mark. Schudt could not get into the running, although many were of the opinion that he saved himself for the five mile open. The time was 5:11 $\frac{3}{4}$.

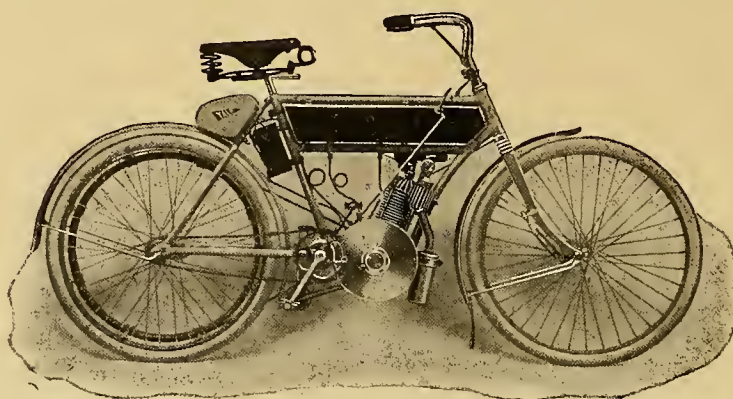
The five mile open was a race from the whistle to the gun. Schudt led for the greater part of the distance, but several times came dangerously near to losing his advantage on the pole. He won the event in a blanket finish, beating out Tanner for second place, and Delling for third and establishing a new armory record of 13:43 $\frac{3}{4}$. The summaries:

Two mile handicap—Fred Schudt (scratch), H. S. Sykes (95 yards), H. W. Willyoung (155 yards), Charles McCracken (75 yards), and J. Stigelmair (125 yards), qualified for final heat. Final heat—H. S. Sykes, first; Charles McCracken, second; J. Stigelmair, third. Time, 5:11 $\frac{3}{4}$.

Five mile open—Final heat—Fred Schudt, first; J. M. Tanner, second; Edward Delling, third. Time, 13:43 $\frac{3}{4}$. Also ran—Philip Backert, R. J. Hoover, Gurney Schue, Charles McCracken and R. S. Lewis.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The *Bicycling World* Publishing Co., 154 Nassau street, New York.

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Make this the best selling season you have ever enjoyed by getting your new stock on display early. Delayed deliveries mean cancelled orders. Speak now; later on you may have to wait your turn.

THE CONSOLIDATED MFG. CO., = Toledo, Ohio.

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MEASURING LIGHT POWERS

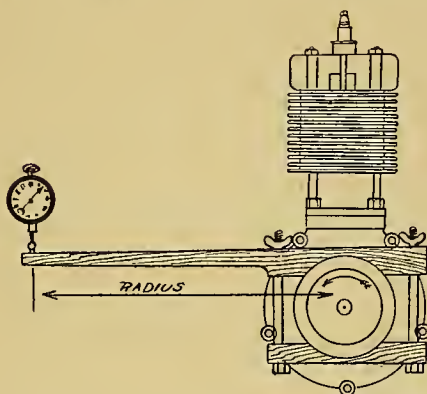
How a Simple Testing Device May be Constructed—Method of its Use.

Although there are few riders who cannot talk glibly enough of the brake horsepower of the motor bicycle engine, and few who have not at least a general sort of idea as to the distinction between brake and indicated horsepower, probably only a few besides those who are privileged to earn their living through the direct handling of gas engines understand just how the brake power is determined, or comprehend in the least the principle of the Prony brake. The device is, however, extremely simple, and its method of use is not one requiring any special degree of skill. Yet probably because it comes outside the range of everyday usage, the whole idea of the brake test is erroneously held more or less in contempt by the man in the street as being deeply theoretical and quite beyond his understanding. That this is not so, however, but quite to the contrary, and that any one possessed of a little ingenuity can rig up his own test and prove the rating of his motor to his own satisfaction, even going further and carrying out any number of interesting and practical tests of ignition and carburetting devices, and that, with a fair degree of accuracy, will be apparent from the following description of the typical apparatus.

In the first place, it is to be understood that the brake horsepower which it is required to determine, is the net output of the motor, or in other words, that it is the effort which it is capable of transmitting to the driving gear of the machine, and that this is to be measured in terms of the pressure applied at the flywheel into the distance through which it acts, the product of foot-pounds, being recorded on a minute basis. That is, to say, the power is measured in foot-pounds per minute, 33,000 foot-pounds being called one horsepower. This being the case, if it be possible to absorb the power as fast as it is developed and to measure at once the pressure for which it is responsible, and the distance through which it acts, it is at once apparent that the desired result may be obtained. As a matter of fact, this may be done by placing a friction brake or band of some sort upon the flywheel, or any smooth pulley fixed to the crank shaft, and after adjusting it until it exerts a drag upon the action of the motor, measuring or simply weighing the effort which is required to keep it from turning around with the pulley.

Various modifications of the power brake may be used, the choice between them being largely a matter of caprice, as they are alike in principle. The most suitable form for measuring light powers, where a temporary and simple equipment is desired, is shown in the accompanying illustration. As will be noticed, it consists

essentially of a double shoe brake tied together with a pair of long bolts drawn up by wing nuts, the two blocks or side pieces being cut away in the middle to fit over the rim of the pulley. One of the blocks is extended considerably to form an arm by means of which the pair may be prevented from turning over with the pulley when the bolts are drawn up. The outer end of this arm is provided with a hook by means of which it may be suspended from a common spring balance, as shown, and the power weighed by the readings obtained from it. Several holes should be bored through the upper bar and countersunk, so that a liberal supply of oil may be fed to the friction surfaces, and in use, these should be filled as fast as they empty themselves. The brake and a good spring balance together with a revolution counter



of some sort, are all that is required for the test.

In measuring the power, the motor is first started with the brake off, and after it has been running long enough so that the carburetter is drawing regularly, the brake is slipped on, the balance having been attached to the end of the lever previously, and the screws drawn up until the motor begins to slow down. At the same time, the spark should be advanced and the throttle opened until with full advance and throttle opening, the motor appears to be running at about its usual rate. Then the reading of the balance should be taken, while at the same time the speed of the crank shaft should be noted. During the process, plenty of oil should be applied to the brake, and care taken not to allow it to become too hot, as in that case the friction will be found to increase very rapidly, and in all probability the motor will be stopped. In any case, the reading of the weight and speed should be taken only when the speed is constant, and then simultaneously. At first, not a little difficulty will be experienced in getting the motor to run smoothly and prevent the brake from gripping suddenly. But with a little experimenting it will be found possible to get very good results.

Afterward, a series of such runs should be made, taking the readings at various speeds and with various combinations of spark and throttle position, so that the power under varying conditions may be

determined. In any event, however, at least three readings should be made for any one set of conditions, and the average of these taken in calculating the horsepower, as in this way considerable error in observation may be counteracted.

After having run the test, the actual horsepower value may be obtained in the following manner: First of all, bearing in mind that all the work which is being done by the motor is counterbalanced by the spring scales, it is evident that the effect is the same with the beam stationary and the flywheel turning as it would be were the wheel to be kept stationary and the beam whirled around it at the same rate of speed. This, of course, is an imaginary condition, but as the result would be the same in either case, let it be supposed that the wheel is fixed and the brake is being whirled about it as a sort of crank, the effort applied to it being, of course, that which is shown by the spring balance reading, and the distance through which it acts, being the circumference of a circle with radius equal to the distance from the centre of the wheel to the point of attachment of the balance. It is to be remembered that the result ought to be expressed in foot-pounds, and hence, if the radius of the beam be expressed in feet, the product of this into $3.1416 \times 2 \times$ the balance reading, be taken, and this multiplied in turn by the speed in revolutions per minute, the resulting product will be the total amount of work done by the motor, and this divided by 33,000 will yield the brake horsepower.

Thus, taking a practical example, if the length of the brake arm be 2 feet, the speed taken at the time of noting the load 1,800 revolutions per minute, and the weight shown by the balance 3 pounds, then the horsepower will be:

$$\frac{2 \times 3.1416 \times 2 \times 3 \times 1,800}{33,000} = 2.05$$

For the sake of convenience in working out several values of the horsepower, the greater part of the factors may be grouped into a single constant multiplier, the process thus easily being simplified into the successive multiplication of this and the speed and brake reading—the only two changing elements. Thus a "brake constant" may be obtained for any particular brake. In this instance it would be:

$$\frac{2 \times 3.1416 \times 2}{33,000} = .00038$$

Multiplying this factor by 3×1800 , the balance and speed readings, the same result of 2.05 horsepower is obtained. The brake constant may be obtained in practice, by simply multiplying the distance from the centre of the pulley to the point of support of the brake arm, taken in feet, by the quantity, .0001904, which is easily remembered, and the product jotted down for further use.

One point in connection with the reading of the balance, should be noted carefully, namely, that the actual reading is the sum

of the force required to anchor the arm, and the weight of the arm itself. This latter, having nothing to do with the power of the motor should invariably be subtracted from the actual reading in order to give the correct result upon calculation. By suspending the brake by the spring balance at the end of the arm, and a cord tied about the point which lies directly over the centre of the flywheel when the brake is in position, this unbalanced weight may be determined. Its value should always be subtracted from the reading of the balance before multiplying out to get the power. Thus, in the example just cited, the actual reading on the scale might have been $4\frac{1}{2}$ pounds, but the unbalanced weight of the brake having been found to be $1\frac{1}{2}$ pounds, the actual force required to keep the brake from turning over would be 3 pounds, the figure already used.

Another Way to Compute Horsepower.

One more has been added to the already over-full list of approximate methods of obtaining the horsepower of a gasoline motor, the latest, though not so simple as some of its predecessors, having the appearance of a greater degree of accuracy than some of them have had. It is to multiply the bore by the stroke, by the number of impulses per minute, and divide the continued product by 6,500. The cylinder dimensions are invariably to be taken in inches. And the result is said to be fairly accurate for all motors having an initial compression of 70 pounds per square inch.

The horsepower of the internal combustion motor can be determined only by actual test, or by calculations involving various assumptions.

In the use of any rule taking into account only the size of the motor and not its speed, only the vaguest sort of a result can be obtained. Thus, the old rule, divide the cube of the bore by three—or four, as it is sometimes given—is by no means reliable and is hardly better than guesswork. Any rule which takes into account both the cylinder dimensions and the speed, on the other hand, will produce fairly good results for all motors yielding a mean effective pressure nearly equal in value to that obtained in the test from which the formula was derived.

The reason for this is that the standards of design are becoming so well established at the present time, that machines of the same type produce, under normal conditions, about the same mean effective pressure per square inch of piston area, for the same amount of initial compression, and hence, by taking into account the piston speed and the cylinder area, and using a constant based on the average value of the pressure, a close approximation to the correct may be obtained.

In case the cylinder dimensions are given in the metric rating, the same process is carried out except the constant used is 110,000,000, instead of 6,500, the result coming out in horsepower as in the first case.

PROTECTING TRADE MARKS

Amendments to the Existing Law Which will Eliminate Inconvenient Provisions.

Washington, D. C.—The House Committee on Patents, to whom was referred the bills for the amendment of the United States laws relative to registration of trade-marks, has referred back to the House the R. 15,911, with amendments and the recommendation that it shall be passed as amended.

One of the amendments proposed is for the purpose of meeting the objection that, in ordinary cases, a trade-mark needs no description, and that often an attempt to describe it is likely to prove a limitation to the right of the applicant, since if the infringers' mark does not come precisely within the written description it would be held not to infringe. It is the opinion of the committee that there is never a case where a description is either needed or desirable except when colors are used, and the amendment provides for this when the colors do not appear in the drawing.

There is a further provision to provide for the establishment of classes of merchandise for the registration of trade-marks, the same to be arranged by the Commissioner of Patents, and for the determination by him of the particular description of goods to be comprised in each class. It would then be the rule that on a single application for registration of a trade-mark, that trade-mark may be registered at the option of the applicant for any or all goods upon which the mark may actually have been used which are comprised in a single class of merchandise, provided a statement shall be filed showing the particular goods to be covered.

This is in line with the provisions of the trade-mark laws of nearly all commercial countries. In England there are fifty classes, in Germany forty-two, and in France seventy-four. Up to 1903 it was the practice in our own patent office to allow the mark on an entire class of goods to be registered on a single application, but in that year a ruling was made to the effect that, under a proper construction of the statute, a single trade-mark would cover merchandise of substantially the same descriptive properties, since section seven of the statute gave a remedy only to those who placed a mark upon such goods. Since that time and since the passage of the Bonygne bill there has been much complaint. Manufacturers have made statements to the committee to the effect that where, under the former practice they could protect all their goods by from one to three applications, they would now be compelled to make from ten to seventy-five, and, of course, pay a separate fee upon each application.

While foreign countries are willing to protect American trade-marks, such countries base their registration on that in the country of origin, therefore the American

manufacturer who produces a certain class of goods, and is obliged to split up his application, must do the same in every country where he seeks registration of his mark. Besides the inconvenience to which our manufacturers are subjected by reason of this rule, the pecuniary advantage enjoyed by a citizen of a country which will permit an entire class to be registered on a single application is not inconsiderable when it is remembered that, in some countries it costs from \$50 to \$75 for each registration of a trade-mark. Under the present ruling various goods of the same class cannot be included in one registration, but separate applications and fees must be made for each article of the class. The Commissioner of Patents is in accord with this proposed change.

Another change in the present law is proposed so as to allow any citizen of a foreign country who has manufacturing establishments located within the United States the same rights and privileges for the registration of his trade-marks used on the products of such establishment as are enjoyed by our own citizens.

Where Roads are Mended with Hay.

"They mend roads with hay in Vermont," reports a motorcyclist who speaks from experience. "I was there last fall and in going to Rouses Point, N. Y., from St. Albans, I came across the muddiest roads I have ever encountered anywhere. My machine and myself were a sight. At times I would be brought up all stinging and my front wheel would go so far toward disappearing that I was in constant fear of going clear through to China. At the small hotel the farmers crowded round me gaping at my machine in awestruck wonder, but when I remonstrated with them about the state of their roads, one of them said: 'Well, but only last week we filled those holes with four loads of hay. I think the cattle must have gotten out and chewed it up.' To me it was a new way of mending roads."

The Speed that Counts.

On a long run it is the average speed that counts. This is a truism, the force of which was learned by the cyclist early in the day, and it is more than ever applicable to the motorcyclist, for spurts are apt to result in derangements that will reduce the average speed. Thus, where the matter of hard and moderate driving is concerned, the motor bicycle has some points in common with both the cyclist himself and the horse.

Subject to Queer Spells.

A bicycle supply house in New York City received the following postal sent from a little town down in Georgia:

"Deer Sur—Plees sen me yore caterlog of bicicle supplizes.

"Yores truely,

"P. S.—You need not sen it. I have change my mind."

OVERHAULING THE MACHINE

What can be done to Make the Riding Season a Successful One.

Spring overhauling time is close at hand and this, in the case of the motor bicycle, means vastly more than in the case of its leg driven contemporary, and while many riders will leave the task to the local expert, there are those who prefer to attempt it themselves. It is, moreover, a matter that is imperative; it must be done if anything like reasonable satisfaction is to be expected of the machine during the coming season. To just what extent this process of overhauling must be carried will naturally depend upon the circumstances. If the machine was new a season ago and has had neither hard nor constant service, it will, of course, not require as much attention as one twice as old and that has been worked to the limit of its capacity. Just what it is to consist of will also depend in a large measure upon the motorcyclist himself, or more particularly the extent of his mechanical knowledge. If he happens to be one of those individuals who will proceed forthwith to distribute the various parts of the machine over the surrounding scenery and then prove utterly unable to reassemble them, he needs no advice. Nothing will deter him from satisfying his curiosity as to what the "works" look like and nothing on earth will give him the ability to put them back in place properly after he is through monkeying with them.

But to the average owner of a motor bicycle who is neither a machinist nor an expert mechanic, taking the machine down and giving it a thorough overhauling presents no insuperable difficulties. Care, patience, a knowledge of at least the rudiments of mechanics and a few ordinary tools are the only requisites. Given these and the leisure time and there is no reason why the amateur should not be able to put his machine in first-class condition for the coming season's work, unless an examination should reveal damage only to be corrected with the aid of facilities and skill that are not at his command. Cleaning will, of course, constitute the bulk of the work. Take out the spark plug and if sooty or oily, devote a little attention to it with the aid of a piece of emery cloth and in the latter case, either soak it in gasoline or wet the end and burn it off. This will be the least of the cleaner's troubles. Take down the carburetter, being careful to note the adjustment so that it may be replaced as formerly, and remove any sediment or deposit besides devoting particular attention to the jet. The same applies to the contact breaker and its connections. The former should be gone over carefully to see if the contacts be worn or loose, note if the connections are tight and sound, for crystallization often occurs in copper wires where the latter are bent or joined to anything and the wire that is to

all appearances in good condition may either be on the point of cracking or may have already parted and be held together by the insulation. The neatest and most practical way of avoiding any risk of this kind is to provide the ends of all wires with terminal loops or disks which may be had from any electrician and are soldered firmly to the wire. Lacking these the wire itself may be soldered direct to the terminal to which it is to be attached, but the latter does not make as neat a job by any means and cannot be disconnected without melting the solder.

Above all things go over all the wiring carefully and see if the insulation happens to have suffered. If it has been abraded here and there, but the injuries are not extensive, they may be remedied with a little rubber solution and electrician's tape, but if the covering shows signs of wear to any extent it will be found far preferable to replace it altogether and in doing so, economy lies in obtaining the very best insulated wire that is to be had. As but a very small amount of wire is required, replacing it even for the slight defects which can be repaired will be found to represent the proverbial stitch in time and will undoubtedly save untold annoyance for insulation is seldom better than it looks—usually the reverse. It must be borne in mind that it has been subjected to a considerable degree of heat as well as vibration and an occasional wetting, and these combine to bake the rubber compound that forms the covering. Never use solid wire if it can be avoided; copper hardens rapidly under continued vibration and as soon as the metal reaches the crystalline stage the wire will break like so much pipe clay, and usually without in any way disturbing the insulation so that to all appearances nothing has happened. Get flexible wire or cable; it is composed of a large number of strands of very fine wire. It is as easily twisted and turned as a piece of string and remains serviceable even though quite a few of the strands break. But when using it care should always be taken to solder all the strands at the bared end together, as one or two of them straying from under the binding post may give no end of trouble.

The battery should be tested and will no doubt be found to have "died" if the machine has been laid up during the winter. But even should it respond, foresight will dictate a new set of cells, for they must under such circumstances represent a very uncertain quantity. Examine the inside of the tank—not with the aid of a match, but preferably by daylight, for even if it has been empty for months, the cap has doubtless been in place and the gasoline vapor will have been retained. There is a peculiarity about gasoline vapor that is not generally understood and that is the fact that it is heavier than air and will settle to the bottom of any receptacle containing it. This accounts for some of the "didn't know it was loaded" kind of accidents that

are brought about by the combination of an explosive mixture of gasoline and a lighted match.

There is little chance of anything having gone wrong with the coil during the time the machine has been out of use, but if the other connections are tested by sending a current through them, this will doubtless include the coil in the circuit as well, and a word of caution here may save the price of a new one. If the wiring has been disconnected for examination or replacement and the test is made when in this condition, always take pains to see that there is something in the secondary of the coil, such as a spark plug or anything that does not provide a gap beyond the capacity of the coil to bridge. Every time the primary circuit is closed, a current of very high intensity is induced in the secondary and if the gap between the terminals of the latter offers too great a resistance for the spark to leap the current will be confined to the coil and it will seek the outlet of least resistance. It must go somewhere and there are only two available paths for its escape, through the insulation to the primary or between the layers of the secondary winding itself, and either means damage entailing a costly repair.

This will complete the examination of the accessories and attention may next be devoted to the engine itself. But before taking it to pieces, note its adjustments and particularly the timing of the contact breaker and exhaust valve so that they may be replaced in the same position. Then dismount the crank case and flywheels in turn and withdraw the piston from the cylinder; its vital parts will then be in a position for overhauling. First remove the deposit of carbon from the top of the piston; if an unnecessary amount of oil or too heavy oil has been used there will be a crust of appreciable thickness and so hard that nothing short of chipping with a cold chisel will have any effect on it. Care should be taken to remove all of it, as any small projecting pieces inadvertently overlooked will cause trouble by becoming incandescent and causing the engine to continue firing after the spark has been shut off. Examine the walls of the cylinder carefully; if proper lubrication has been maintained they will present a dull, clouded appearance. If there has been undue friction they will be bright and shiny and there may even be scores or scratches which, if very deep, will be fatal to good compression. Should such a defect as this be in evidence it will be economy to send the cylinder and piston to the maker for repair or probably replacement.

Remove the piston rings and clean out the grooves. Should the rings not exhibit sufficient springiness, they will need replacing, but this will seldom be the case. Before removing the rings from the piston note whether they have worked around so that the gaps in all three are in line. Should this be the case it will be advisable

(Continued on page 43)

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READING STANDARD

OVERHAULING THE MACHINE

(Continued from page 41.)

to drill and tap a hole in the seat of each ring and screw a small pin into it. The hole must not go clear through the piston and a hole 3/32 in diameter will be sufficiently large. Corresponding holes must be drilled in the piston rings as well and they should not go clear through in this case, either. The ring will then be held fast when placed on the pin, the latter being so located that the openings in the rings do not coincide when in place. Unless the motorcyclist be skilled in the use of tools he had better run the risk of having the rings work into line again or turn the job over to a good repairer, or the maker.

See whether the gudgeon or wrist pin to which the connecting rod is fast at the piston end shows signs of an unusual amount of play and adjust it accordingly, but do not attempt to get it too tight. If there has been so much wear at this point that further adjustment is not possible, new linings will be necessary. The same applies to the other end of the connecting rod where it is attached to the crank pin. Having given the entire interior of the engine a thorough cleaning and adjusted the moving parts properly, attention may next be devoted to the valves. So much has been said in these columns on the head of valve grinding that it is hardly necessary to mention it again in this connection. If the valves shown signs of being pitted, put them through this process. See that the exhaust valve push rod works properly; if its spring returns the valve to its seat with sufficient snap and if the lifter is correctly adjusted. The remarks about the spring apply to the inlet valve as well with the exception that here it is far more important that the spring should be of the proper tension. If the spring has become weak the engine will be apt to miss and backfire at high speed.

Having attended to all these details the engine may be reassembled and considerable care will be necessary here as well. The compression rings are easily broken and unless the exhaust valve cam and the contact breaker are replaced as they were previously, the unfamiliar hand may find that the engine will utterly refuse to work when he gets it together again. It will then be necessary to shift the adjustments until the proper time for the occurrence of the spark and the opening of the exhaust valve have been located. This done, the improved running of the engine and the knowledge that it is in good shape will no doubt amply reward the motorcyclist for his trouble. But do not stop at the engine by any means; give the whole machine a thorough overhauling—the bicycle will need as much as its motive power and should not be neglected. Making a thorough job of both is a task of no mean proportions and unless the possessor of a motor bicycle thinks he can do justice to it, he had far better turn it over to some good repairer or send it to the makers for overhauling.

HERE'S A NEW MIXTURE

How a Motorcyclist Met a Fuel Emergency and Cut Cost in Half.

Fuel forms such an insignificant item in the maintenance of a motor bicycle that there would appear to be absolutely no incentive to experiment with other fluids than gasoline for this purpose, even though the latter should undergo a more or less considerable rise in price as seems more than likely to be the case within the next few years. Still it is a matter of more or less common knowledge that the internal combustion motor particularly of the high speed type employed on the motorbicycle will operate very satisfactorily on almost any of the volatile hydrocarbons, such as benzine, alcohol and even kerosene, and it is something that stands the motorcyclist in good stead when he finds himself some distance from home with no gasoline to be had. If the engine be still warm he can start off with kerosene almost as readily as with gasoline, though the reverse will be the case if the motor has been allowed to cool off.

This led a motorcyclist who lived in a district where gasoline was at a premium to undertake some experiments on his own account, and in so doing he succeeded in cutting the cost of his expenditure for fuel practically in half. Gasoline cost in the neighborhood of forty cents and kerosene was to be had at something like fourteen cents a gallon, so he tried mixing the two, the proportions of half and half bringing the cost of the compound down to a figure not much higher than that at which gasoline is to be had in more civilized communities. But this proportion could only be used in the summer months when the temperature would not prevent easy starting, but it was found that there was no difficulty at any time in getting the engine to start with one-third kerosene as easily as with straight gasoline. One objection to the use of more kerosene arose and that was the difficulty of starting the engine on the last half pint or so in the tank. As the calorific value of kerosene is higher than that of gasoline, the power would not only not suffer but under favorable circumstances show an increase through the use of the compound so that the experiments may be said to have been entirely successful.

An Up-to-Date Mail Robber.

Although those sons of Belial who are disposed not to regard with due integrity the property of their neighbors, have put to their evil uses nearly everything else, including the motor car and the bicycle, it remained for a Buffalonian to swing the motor bicycle into line to aid him in getting away with Uncle Sam's mail as deposited in the post boxes of his town by its trusting citizens. One day last week a man

was observed to ride up to a letter box on the corner of Elk and Hayward streets, and bringing up beside the post, take a key from his pocket and unlock it, closing it and riding away after abstracting from it several letters. It was all done with such absolute sang froid, that it did not occur to anyone to stop him until afterward, and then the police and postoffice authorities were notified. By that time, however, the miscreant had escaped.

To Promote Cycling in Philadelphia.

To promote cycling generally in Philadelphia, the Northeast Wheelmen's Racing Association has been formed at Frankford, with W. S. Gibson as president and Wm. Hagaman as secretary. The club will hold its first race meet on Saturday, April 21, the Kensington driving park at Holmsburg having been loaned for the purpose. There will be a one and a five mile handicap and team pursuit race between Atlantic City, Camden, Philadelphia and Frankford clubs, for which twenty-one prizes have been already donated. Entry blanks can be secured from the secretary, William Hagaman, 1554-6 Adams avenue, Frankford, Philadelphia.

East Orange Wants Motorcycle Police.

Acting Chief of Police, James Bell, of East Orange, N. J., has submitted to the police committee of the City Council, a formal request for three motor bicycles to be used by the members of his force in checking the speeding of motorists in that portion of the Oranges. There have been several complaints of late as to the amount of reckless driving which is being done by motorists there, and Chief Bell has come to the conclusion that the only effectual way of putting a stop to it is to mount several of his men on motorcycles and give them posts where they can get after the offenders.

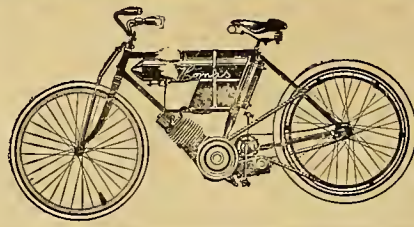
Humor too Rich for Britons.

That proverbial mental anguish of the British subject when faced with a joke, has probably been brought to a climax recently in the case of an advertiser who applied to the public at large through the want column of one of the trade papers, offering a "gent's tandem" in exchange for "a lady's safety and cash, or two ladies." Some irrepressible humorist murmured something about bigamy, and the scribe has been trying to figure it out ever since.

Buffalo Remounts Motorcycle Cops.

Buffalo's two motor bicycle cops, Messrs. Chisholm and Davis, have received orders to resume duty on their mounts, which duty is to overhaul and take into "quod" all motorists who fail to respect the speed laws of that burgh. Their performance last season was considered so meritorious that they were personally congratulated by Gen. William S. Bull, then superintendent of police.

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A-WHEEL THROUGH ORKNEY

Story of a Day Amid the Picturesqueness
of a Quaint Little Isle.

"Bicycles seem to be something of a terror in Orkney," says John L. W. Page, in the March number of the C. T. C. Gazette, and indeed, it would appear that everything modern must be somewhat out of place in that quaint little isle, to judge from the writer's experiences of a day there, which was spent as all the tourists' days rightly should be—a wheel.

"There was some excitement as we passed the Old Man of Hoy, and steaming into the harbor of Stromness, came to our moorings beside the quay," he says. "For an Orkney man had told us that the bicycle, was a rara avis in Orkney, and at least three of us wished to ride across Pomona or Mainland—which is the somewhat magnificent name of the largest island—to Kirkwall. There was a dash, therefore, up the narrow paved street that forms the principle thoroughfare of Stromness for the abode of one Garrick, the only man who had bicycles for hire.

"An ancient and fish like smell pervades Stromness, and we were glad to leave it behind, even though a long and dusty hill lay ahead, and the sun beat strong upon our backs. On the summit we paused to look back upon the view beneath. On the steep, winding shore of the bay, lay the little town, clustering about its church spire, a pile of grey stone houses wearing an aspect singularly Norwegian—though, after all, this is hardly singular, for Orkney is almost as much Scandinavian as Scotch. Across the land-locked harbor rose the lofty hills of Hoy, the only island that can be called mountainous in the whole group. Inland the road wound over gently swelling moorland. It is a good road, and though undoubtedly hilly, is very much of the switchback order, and easily negotiated by the average rider, at any rate on a still day. Unfortunately, still days in Orkney are somewhat rare, and we were treated to a head wind which blew with steady persistence for the best part of fifteen miles.

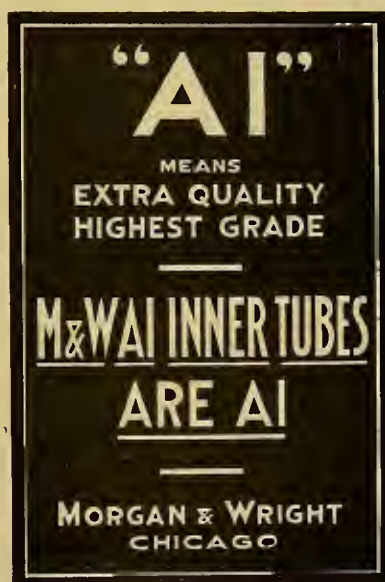
"We turned a corner, and there came into view a broad sheet of water. This was the Loch of Stennis, and across it, crowning the summit of a low promontory, stood forth the dark columns of the Ring of Brogar, the Stonehenge of Orkney. Close at hand, on a hill to the right, one or two more rude menhirs rose against the sky, while, at no great distance, a tumulus upheaved, the sepulchre perchance of some chieftain who ruled this wild land in the far off days of Norse dominion. But a monument far greater broke the line of moorland further on. Crossing the Bridge of Waith, which spans the inlet whereby the canal finds communion with the sea, and passing the scattered cottages of Stennis village, we came presently to Maes

Howe, perhaps the most remarkable mound in Great Britain.

* * * * *

"The view in its way is impressive. Ranges of heathery hill bound the horizon—a wild, breezy landscape. Near at hand, the little grey kirk of Stennis stands on a low swell in the moorlands. Beyond, across the loch, are the dark stones of the sacred circle. Trees there are none; indeed, the only trees we saw in Orkney (and they were only a few feet high) were those filling a narrow glen a mile or two further on and a few near the cathedral at Kirkwall.

"Bicycles seem to be something of a terror in Orkney. At the top of a very easy descent into Finstown stands a caution board of the C. T. C., which must have been put up at the request of the inhabitants, for that eminent body would never have erected



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one at a similar spot in England. But this is not enough. There is a remarkable supplement in the shape of a portentous notice by the island authorities to the effect that any cyclist passing through the village beyond a walking pace will be fined two pounds! So scorchers, beware!

"At Finstown, we again descend to the sea, and skirt it more or less all the way to Kirkwall; in fact, the sea is seldom out of sight anywhere, so cut into is Pomona by inlets and 'sea lochs.' This Bay of Firth is rather a dreary place, edged by low banks rather than cliffs, the only feature approaching to boldness being Wideford Hill. This is crowned by the ruins of a 'Pict's House,' a sort of small Maes Howe, for it has the same narrow entrance passage, and a similar, though smaller, central chamber with cells adjoining. Over the flanks of this eminence, which is 740 feet high, a considerable elevation in Orkney, the road creeps in a long gentle ascent. Presently, rounding a bend, we come in sight of Kirkwall, and bleak it looks, lying

on an exposed slope, the country at its back crossed with the stone walls of barren looking enclosures. Another long descent takes us once more to the water's edge, and crossing a bridge over a back water, we enter the capital of Orkney.

"Dark as it looks from a distance, Kirkwall is a pleasant enough town, though the fishy odor that pervades the place (to an extent far greater than at Stromness) renders the place anything but fragrant. This is caused by the enormous quantities of fish offal with which every car appears to be loaded to excess, and whereof unconsidered trifles drop freely upon the roads. The 'royal burg' is very ancient, dating from the days of the Norseman at least. But there are few signs of their rule nowadays, though the Middle ages are still represented by a few old houses with picturesque crow-stepped gables. It is a big town—for Orkney—the population reaching three thousand, a thousand more than Stromness.

"The 'lion' is, of course, the cathedral of St. Magnus, which dominates the whole place—in fact, Kirkwall is not so much a town with a cathedral as a cathedral with a town. The great dark mass broods over the houses like a hen over her chickens, and viewed from any point, whether on land or sea, it is the cathedral and not the town that fills the eye.

* * * * *

"Time pressed, so we turned the heads of our steeds towards Stromness. As we rode down Wideford Hill we encountered a dusty 'machine' (a machine in Orkney is not a bicycle but a hired conveyance) and from the interior there came a roar. It was our sailorman, who, despairing of getting a bicycle, had chartered a vehicle of another class, and was proudly making his way to Kirkwall. Otium cum dignitate was in his very look as he lay back, enveloped in a long blue mackintosh. And the sun blazed down upon him relentlessly. But perhaps he had heard of the Duke of Wellington's advice re the climatic vagaries of North Britain. 'When fine,' said the Duke, 'always carry an umbrella—when wet, please yourself.' But I believe he had an umbrella as well.

"At Stennis we discussed the advisability of diverging to visit the Ring of Brogar. Ultimately my companion, who, I regret to say, has no soul for the past, elected to push on to Stromness, and I made the rest of the journey alone. The Ring, which lies about a mile away from the main road and on the opposite side of the loch, is reached by the Bridge of Brogar, a narrow causeway which crosses the fine sheet of water about its centre, where it is only little more than a hundred yards in width. Indeed, this causeway has the effect of dividing the loch into two parts, of which the Western portion is known as the Loch of Stennis, the eastern as the Loch of Harray. The loch, taken as a whole, is four miles and a half in length, and on an average one and a half in breadth, and so abounds in

Continued on page 47

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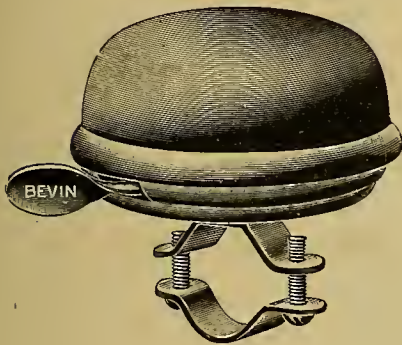
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A-WHEEL THROUGH ORKNEY

(Continued from page 45)

fish that an hotel has been built at Stennis mainly for the benefit of the sons of Zebedee.

"Although the Ring of Brogar is the principal item of the 'Stones of Stennis,' it is by no means the only relic. Outlying monoliths, ten to fifteen feet in height, rear their massive forms over an extent at least a mile in length between the high road and the loch. But they are very scattered, and but few remain of what was probably at one time a long row or avenue. The first, a big one, is passed soon after turning into the road to the loch; then follows a wide interval, when two more appear standing side by side. Then, close to the causeway, come three more with the remains of a dolmen, which was doubtless once enclosed by a circle of which these three stones formed part. Somewhere hereabouts was yet another stone pierced with a hole, through which in bygone days it was the custom of Orkney youth and maid to clasp hands, thereby plighting their troth—the 'Stone of Odin' of Sir Walter Scott's 'Pirate.'

"The Ring of Brogar stands on a low promontory washed on two sides by the lake. It is an immense circle, 340 feet in diameter and at one time consisted of no less than sixty stones. But alas! only fifteen now remain erect. These vary in height from six to eighteen feet. The circle is surrounded by a trench which, though much overgrown, still contains water, and is by no means easy to cross.

"The surroundings are bleak enough. Nevertheless, or perhaps because of the wilderness of the scene, there is something very impressive about this mysterious relic of the past—these 'grey stones of the heath,' an Ossian calls them—that appeals to the imagination. It was now evening, and a chilly wind had succeeded the day's heat, driving the waters of the loch against the stony beach below, and rustling through the long grass and heather. Moors gently undulating rolled away to the skyline, interspersed with patches of rough looking pasture, amid which rose one or two steadings, the largest, the old house of Stennis, whence the 'Pirate' watched the burning of his ship in Strumness bay. Across the water, the great hills of Hoy bounded the southern horizon.

"I turned away and rode hard for Stromness. But now a dire thing befell. Whether the bicycle had failed to accommodate itself to my legs, which are long, or the chill wind had been too much for my heated frame, I cannot say, but I was seized with cramp! What was to be done? Dismount, I dared not, for, once down, could I get up again? If I failed, and had to crawl the remaining four miles, should I be in time for the steamer? The risk was too great, so I stuck to the bicycle, and, steering with one hand, with the other massaged my legs, turn and turn about, with the other, ground heavily over the hill to Stromness. But I was stiff for days."

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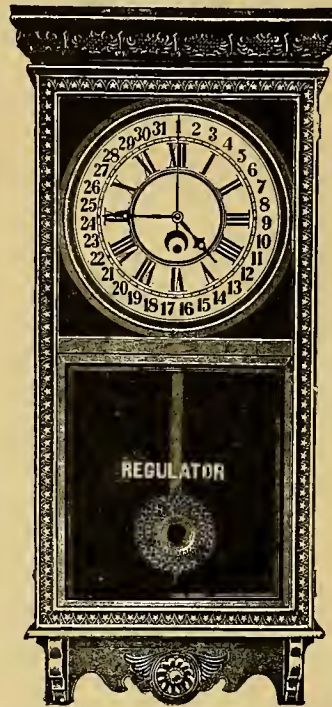
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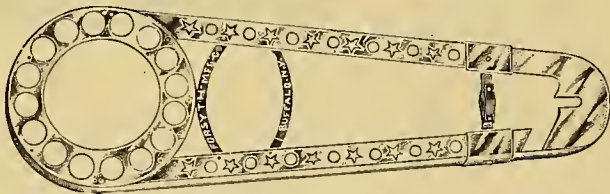


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Volume LIII.

New York, U. S. A., Saturday, April 14, 1906.

No. 3

WHY THE WOOD RIM VEXATION

Causes Lead Back into the Timber Lands—
No Signs of Relief in Sight:

It is evident that the wood rim situation, which has been one of the sore points in the trade for the past two years, holds small promise of early relief.

As is well known, although the wood rim pool boosted prices last season, the quality of the goods has been not in keeping with the advance in costs, indeed, it has been a matter of comment, even on the part of retailers, that the stock employed has been of most indifferent grades and has given more trouble than has been the case for a long period.

That there is small prospect of betterment of existing conditions, is the opinion of an interested tradesman who took it upon himself personally to investigate the causes. He went straight to the fountain head of the "pool" in Michigan, which State supplies the great bulk of the timber best adapted for wood rim manufacture. He was quickly assured that there is absolutely no likelihood of a reduction in prices and his inquiries convinced him that the "pool" itself is in an uncomfortable position in respect to the supply of wood stock available and is not, therefore, wholly responsible for the variable and indifferent quality of rims that has given rise to so much dissatisfaction.

It appears that the owners of the most desirable timber have awakened to its value and to the fact that the supply is not overabundant. Accordingly, they are holding the stock for the higher prices that they believe must inevitably be paid for it and at present and selling only when and in such quantities as their personal pressing needs make necessary. In other words, they realize that they have a good thing and now sniff at the prices that formerly ruled.

The Retail Record.

Swanton, Vt.—Charles Bushor, new store.

Topeka, Kan.—W. L. Taylor, sold out to M. W. Long.

Lincoln, Ill.—Cherry & Kates, new store and repair shop.

Rhineland, Wis.—A. E. Briggs moved to 18 South Brown street.

Bangor, Me.—Purinton Cycle Shop, 124-130 Exchange Place, enlarged.

New Orleans, La.—Abbott Cycle Co., removed to Baronne street, near Girod.

Pine Bluffs, Ark.—C. G. Schenck enlarged store and sold half interest to R. A. Bird.

Goshen, Ind.—Watterson & Momm, 228 South Main street, succeeded by Fred E. Watterson.

Cambridge, N. Y.—W. J. Shiland sold out to H. G. Barton, who admitted Arthur Day to partnership; firm style, Barton & Day.

Goodyear Forms two Companies.

Goodyear tire interests have, within the last month, incorporated two new companies—the Goodyear Rubber Tire Co., under New York laws, with \$1,000 capital, and the Goodyear Tire & Rubber Co., under Massachusetts laws, with \$10,000 capital. K. B. Harwood, manager of the Goodyear branch in New York, figures as one of the incorporators of the former, while C. W. Sieberling, of the Akron factory, is named as treasurer of the Massachusetts company.

Will be Ready for Diamond May 1st.

The three story structure at 1528-1531 Michigan avenue, which is being built for the occupancy of the Chicago branch of the Diamond Rubber Co., is now so near to completion that the Diamond people will take possession on May 1st. The building, which has a wealth of glass front, occupies 100 feet on Michigan avenue and has a floor space of 32,000 square feet.

Pierce Sets a Good Example.

George N. Pierce, head of the George N. Pierce Co., and president of the Cycle Manufacturers' Association, sets a good example for his fellows. He uses his cushioned frame bicycle daily in going to and from his office, a practice he has followed for many years; and a ruddier, sturdier, healthier gentleman never wore a shock of silver hair.

EXIT THOROUGHbred; ENTER R-S

Well Known Motor Bicycle is Rechristened
—Causes of the Change of Name.

It's off the slate—the Thoroughbred motor bicycle, or, more correctly speaking, it is the name Thoroughbred that has been obliterated. The machine itself will remain very much in evidence, but it has been rechristened and henceforth will be known as the "R-S."

The change of name is one of the first results of Sales Manager Sherman's influence in Reading Standard affairs. Long before he assumed the managerial reins he had no liking for the title Thoroughbred. He did not like either the looks or the sound of it. It struck him as being too much of a mouthful and lacking that crispness that is characteristic of the present. He impressed his views on Proprietor Remppis, of the Reading Standard Cycle Mfg. Co., and Mr. Remppis fell in with them. They evolved several snappy and one syllable titles, but before adopting any of them they submitted the matter to a vote of their agents. The agents agreed with the headquarters' idea and as a result "Thoroughbred" has been relegated to the limbo of things that were and "R-S" will be emblazoned wherever it was the habit to emblazon the discarded name.

"R-S" stands, of course, for Reading Standard and is a very natural patronym for the power-driven running mate of the bicycles which so long have borne the familiar name, from which the abbreviation will serve to distinguish them as it also will serve to suggest the name of its makers and the place of its manufacture.

Incidentally, a new model of the R-S is about to make its appearance. It will be a racer, well within the 110 pounds limit, and it is to be filled to the nozzle with "go."

Pope to add to Factory.

The Pope Manufacturing Company is making ready to add to its bicycle plant at Westfield, Mass., preparatory to an important change that shortly will be brought about and that will require the room. Contractors are now submitting estimates for the additions.

HE WANTED TORPEDOES, TOO

The Dealer Humored him and now he Cannot Supply the Demand that Resulted!

How little a beginner really knows about the workings of a motor bicycle, is always a mystery to the initiated. Yet, on the other hand, how much he thinks he knows, and how easy it is to lead him on in that belief, even unto his own undoing, is still more of a marvel. Sometimes are to be found those who are in the "know" and who, for the sake of their own amusement, will lead on the guileless neophyte as far as he will be lead, and when such is the case, the result is apt to be ludicrous in the extreme, especially where the natural effect is to lead the victim of the joke to display his false learning on every possible occasion. The following instance, the truth of which is vouched for by a certain well-known rider who also is "in the business," serves to illustrate how things of this sort sometimes come back.

It seems that the man in question had occasion, not long since, to dispose of a worthy, albeit somewhat time-worn machine to a beginner of the know-it-clear-up-to-the-handle class, who took possession and rode away. Returning several days later, he approached the former owner while he was in conversation with a friend who was discussing the advisability of installing a new tank in his mount, and especially favored a certain pattern.

"Yes," he said, just as the beginner drew near, "I guess you had better put in a 'torpedo.' I have always wanted one, and now that the old one is so far gone, I think it will be a good time to make the change."

"Torpedo?" said the new-comer, "what on earth is that?"

To which the man who owned the place, knowing from previous experience that the questioner was not to be swept aside with any light or trivial answer, replied, that for machines which were to be run at high speeds, it was customary to install a tank in which was stored both gasoline and a certain peculiar kind of torpedo which, being admitted to the cylinder at the proper time, with the regular fuel, was set off by the explosion, thereby greatly increasing the power of the motor. Moreover, he said, it was owing to the application of this principle, which was as yet not widely known, that the monster racing automobiles were enabled to make such fast time.

The beginner went his way, with head bowed down in thought, and neither of the other two thought any more of it until a day or two later, when it came to the ears of one of them that he had been going about from place to place inquiring for motorcycle torpedoes, and that in every case he had been referring to him as having

assured him of their use and their great value to the motorcyclist. Since then, he has had several calls for torpedoes, and as the demand for them seems to be increasing he is in somewhat of a quandary to know what to do.

THE ANNUAL

Spring Number

—OF—



Will bear date

MAY 5TH.

As usual, this issue will

ILLUSTRATE

and

REVIEW

all the leading bicycles, motorcycles and sundries, and will contain a wealth of other illustrations and matter of the sort calculated

TO INDUCE "THOSE TO RIDE WHO NEVER RODE BEFORE, AND THOSE WHO RIDE TO RIDE THE MORE."

If there is anyone in your community whom you would like to charge or recharge with cycling interest and enthusiasm send us their names and addresses.

THE SITUATION IN JAPAN

Visiting Importer Explains Bicycle's Popularity—Jobbing Crocks now a Menace.

"There are several reasons why bicycles always will be ridden in Japan and one reason why American-made machines will be the popular brand," said Mr. Andrews, senior member of the firm of Andrews & George, who have been in the bicycle business in Yokohama for many years, and also maintain a branch house in China and who is now in New York on one of his periodical purchasing trips. "There is no danger of the automobile ever supplanting the bicycle in the Land of Flowers, because of the narrow roads with which that country abounds. Since the great political revolution in 1868 the national mode of conveyance has been the jinrickisha, a narrow two-wheeled carriage pulled along by one or two men. As this kind of vehicle does not require much roadway the Japanese government has not seen the need of widening its roads or of strengthening its bridges.

"The Japanese are an imitative people and as is the case in nearly every country, what persons high in officialdom adopt sets the fashion for the masses. We realized this when we began the introduction of bicycles into Japan and planned our campaign accordingly. We went for the leaders in governmental society and after getting them mounted on bicycles nine-tenths of the battle was won. One of our first converts was the Crown Prince and when he was married we presented him with a full nickled Cleveland machine. One of our best sales was an order from the government for three hundred machines for the use of the army officers. This was followed by many more such orders. Nearly every one began to take up cycling and they would have none but the highest grade machines.

"The tactics some American jobbers are now pursuing will, I fear, have a detrimental effect on the high-class business that it has taken years of arduous missionizing to develop. After the war with Russia, the resources of the country naturally were somewhat limited. Soldiers who owned machines before the conflict disposed of them when they were called away to duty, and at only a fraction of their original cost. After the war they began to think of cycling again, but in many cases they had not sufficient capital to acquire the highest grade machines. Observing the condition of monetary affairs, certain jobbers immediately began to create a demand for low-priced bicycles. The result was that there came an influx of cheap machines that were rapidly disposed of because of their cheapness. My only fear is that the purchasers of these crocks will become disgusted with the unsatisfactory service that is bound to result from the cheap wheels and so lose their interest in cycling altogether."

IMPORTANCE OF OILING

Vital Point it Plays in Motorcycling and Some Suggestions on the Subject.

What is the most important matter requiring attention in order to keep the motor running at its best? is a question that will frequently confront the motorcyclist and it is one that will doubtless be answered differently by different riders. It raises a number of considerations and is a query that cannot be answered offhand by any but the experienced. Probably in nine cases out of ten, the average motorcyclist will ascribe this quality of exclusive importance to the ignition or the carburetion or possibly to both, and in a fashion, this is, of course, an answer to the question, particularly if the latter be regarded in the light of an inquiry as to what is most essential to keep the motor running. Failure of one or the other of these will naturally cause the motor to stop, but assuming that they are both in working order, then what item calls for the greatest amount of attention? There can be but one answer to this question and that is lubrication.

If, through lack of attention, any of the other prime essentials, such as the ignition or carburetion have failed, no fear need be had of anything else going wrong until the motor has resumed operation, but while the engine is running it is of supreme importance that the matter of lubrication should be borne in mind, first, last and all the time. To a failure to heed this warning must be ascribed many of the ills that the beginner finds his motor afflicted with. It might be reasonable to suppose at first sight that every motorcyclist, and indeed everyone who uses any kind of machinery, thoroughly appreciates the importance of efficient lubrication. Probably every man has some sort of abstract idea that a machine needs oiling, but neither the time, amount, nor frequency with which it is lubricated appears to have any great bearing on the subject, and he thinks that the spasmodic manner in which a sewing machine or typewriter is accorded attention of this kind will suffice for almost any light machine.

Then there is another thing connected with lubrication that the beginner must learn sooner or later, and it is never too soon, and that is, that there are oils and oils, hundreds or thousands of them in fact, and few of them are alike regardless of how much they resemble one another in appearance. They are all made for different purposes and there are accordingly many considerations which enter into the choice of the proper lubricant. First and foremost is the purpose for which it is to be used, and there is as much difference between cylinder oil and oil for lubricating bearings as there is between chalk and cheese. And cylinder oil is not all one and

the same thing, by any means, for there is steam engine oil for high and low pressure, water cooled gas engine cylinder oil and air-cooled cylinder oil for the same purpose.

It depends entirely upon the conditions to which the oil is to be subjected, and the difference between the water-cooled and air-cooled cylinder is the higher temperature of the latter when working and the consequent need for an oil of a greater fire test.

But the average motor cyclist has neither the time nor the inclination to delve deeper into this part of the problem of lubrication so that it is hardly necessary to go any further in this direction. The maker of the machine has gone through it all and after extended experience has settled upon the best oil the market affords to keep the machine in proper condition. And usually he lays particular stress in his book of instructions that those oils that he specifies, and no others, should be employed. And herein lies wisdom; do not experiment and do not attempt to economize here. There may be many oils to be had at cheaper prices than those the maker recommends, but they are not the same thing.

But something more than merely buying the oil recommended by the maker is necessary. It will not do much good if it is simply put in the tank and allowed to remain there. Study the maker's directions in this respect also, for besides having found out just what kind of oil is best suited to the needs of the machine after considerable experimenting, he has also ascertained how much oil is required and how frequently it should be supplied, and if the directions are to the effect that a cup full of oil should be used every 25 miles, it is just as well not to give the motor a cup every 15 miles for good measure, or to try to cover 40 miles on that amount, though the former is decidedly preferable to the latter. The motor will certainly run more than 25 miles on one cup of oil, but the man who designed and built the motor knows that just as well as the motorcyclist who finds it out for himself much later in the day; the motor will frequently continue to run under very adverse conditions but it is not to be improved thereby. It is working under conditions that are causing damage, the extent of which depends upon the degree of shortage of lubricant. And every mile run without sufficient oil in the motor does more harm than a hundred miles under proper conditions.

Do not stop short of being certain that the oil is actually being delivered at the point at which it is required. A miss is equally as bad as a mile in this case, and the fact that the oil is leaking out of one of the unions, though the latter may be within a fraction of an inch of the inlet of the crank case, will be small consolation after the damage is done. It came pretty near getting there, but not near enough and a leak only a quarter of an inch away

is far enough. And see that the oil does not leak out of the crank case after it gets there, but above all things be certain that it does get there. Most motor bicycles are provided with sight feed oilers of one form or another, but some motorcyclists are so careless that the glass of the sight feed becomes incrustated with dirt to an extent that renders it of small value. Then again the tube leading from the oil tank may have become clogged, thus effectively shutting off the supply of oil altogether though the tank may be full, and unless the sight feed is clean this will not be apparent.

Having obtained the proper kind of oil, the most essential thing is to see that it reaches the interior of the crank case in sufficient amount and in order to insure this at all times, the entire lubricating system such as the tank, piping and sight feed glass should not only be given an occasional thorough cleaning out to guard against obstructions, but should also be watched. Stick to the maker's instructions at all times in this respect as well as in others and there will be little if any trouble that a month's experience on the road will not teach even the beginner to locate and overcome. If the individual motorcyclist happens to have any policy of his own with regard to lubrication, it should be to over-oil rather than the reverse. The worst damage that can arise from this will be a sooted plug and perhaps a sticking valve, but under lubrication usually means serious damage and a heavy repair bill.

Concerning the Jobbing Crock.

"The editorial in the *Bicycling World* of April 7, entitled 'Makers Frown on Alleged Jobbers,' hits the nail squarely on the head," writes a man in the trade whose authority to speak on the subject is beyond questioning.

"I do not believe that any one man not in the jobbing business fully realizes the conditions that manufacturers of bicycles for the jobbing trade have been up against.

"I have had to figure with some of these pirates when five cents difference in price would throw a contract for a year's supply of bicycles one way or the other. I have seen supposedly reputable jobbing concerns throw down a manufacturer whom they have dealt with for years for a few cents difference. The question of quality is very seldom taken into consideration. One of the first statements the average jobbing buyer will make to you is that quality makes no difference as long as the machine looks well and the price is right.

"I believe that if the *Bicycling World* would begin a strong campaign to educate the local dealer to require all his bicycles to bear the manufacturer's name, no matter what the name plate may be, it would do much to check this evil and raise the quality of machines generally, as few manufacturers will be willing to put their name plate or trade mark on a bicycle unless it is made right."

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage."

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
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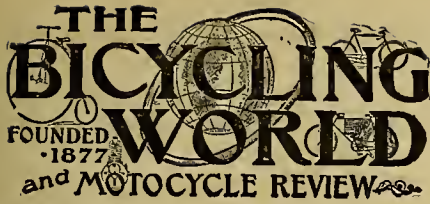
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Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 14, 1906.

Oddity of the Rim Situation.

It would be odd, indeed, if the peculiar conditions that have brought about an increase in the price and a doubtfulness in the quality of wood rims, served to restore the steel rim to even a degree of its former favor; but odd though it may appear, the conditions are undoubtedly making for a situation of the sort. For bicycle manufacturers with reputations to maintain are not likely to much longer suffer the use of an article that is imperiling these reputations.

Several manufacturers of the sort freely have admitted to us that the conditions are such that the steel rim is again entering seriously into their considerations and that its use may become necessary as a matter of self protection. And as the weight of bicycles is no longer a vital factor and as steel rims can be now purchased for about the price asked for wood ones, it is not strange that this should be the case.

As a matter of fact, the steel felly never was wholly ousted. Very many of the bicycles shipped abroad always have been so equipped and during recent years, the motor bicycle has served to call it into

renewed use even for "home consumption." The makers therefore never have become wholly unfamiliar with it and the sources of supply having been thus kept open, if needs be the way to get them and the way to apply them will be natural and easy.

The whole situation and all the attending circumstances are uncommon and are making for a situation not less unusual.

Evil of the Jobbing Crock.

What the jobbing and mail order bicycle—they are one and the same thing—have done to the trade of this country is fairly well known. That it has served our interests abroad no good purpose is also a matter of common knowledge, but just how it serves the injurious ends was never more clearly instanced than by the Yokohama importer who is now visiting this country and whose views are printed in another column. Japan long has been one of our best customers; in the main, it has purchased only high priced bicycles and the news that because of the poor financial condition of the returned soldiery, the nondescript jobbing bicycle has obtained a big entering wedge is far from reassuring.

Of course, the purchasers of such goods—whether in Japan or America—are the ones chiefly at fault. Their eyes are supposed to be open and if they permit themselves to be hoodwinked or seduced by the transparent just-as-good argument the blame rests with themselves. But the harm is done, nevertheless, and the reputable part of the industry suffers.

That quality is of small consideration to the merchandizers of jobbing bicycles long has been notorious. As the correspondent quoted elsewhere says, looks constitute their chief consideration. If a bicycle is cheap and looks good that is the beginning and the end of their concern. What is under the enamel or nickel is a matter of no moment. Such bicycles are made to be sold on the principle that "there's a sucker born every minute."

We are not so certain, as our correspondent suggests, that if the manufacturers of such bicycles were required to affix their names to them that the standard of quality would be raised. When the policy of the merchants for whom such goods are produced is to shave pennies and to angle for suckers, it seems more likely that were a reputable name attached, it would be traded on and serve rather to spread the evil by giving the "cheap and nasty" crowd an additional and apparently sound argument to

better hawk their wares. If we mistake not, this already has been done in several instances. A surer means of mitigating the evil is to raise the price of the cheap stuff and to keep on raising it. It already has been advanced, as we well know, but the advance should not stop until the jobbing mail order "crock" is made impossible.

About the "Blind" Run.

It is a fact greatly to be deplored that the element of the "blind run," once so popular with cycling clubs, should have been allowed to languish during the last two or three years. Time was when this form of pastime had attained almost too great a degree of favoritism; when nearly every run was conducted more or less after this fashion, and developed into a grown-up game of "follow-my-leader." But unfortunately for the continuance of what might be a most satisfactory form of diversion, it came about that the routes were laid down according to the whim of the leader, the pace was set in the same way, and, finally, it happened that who ever was unable to keep up was dropped out of sight, and hence, lost for the day, while the commonality of such runs was nothing more or less than a race to some well-known stopping place, where the usual and over-familiar program having been gone through with, the return was made in the same style.

The very essence of the blind run, lies in its novelty, its ability to secure for all the riders, except the leader, a thoroughly enjoyable time without the element of route or distance, or speed, and without the care of having to follow a schedule. Thus, cutting loose from all thought except the present enjoyment of riding, the members led from point to point, even though traveling over well-known roads, through the effect of novel combinations and unusual directions, are affected just as they would be were they touring over an entirely new country.

Thus the whole idea of the blind run comprehends novelty, not necessarily novelty of place, but novelty of course and method of access to some objective point, and novelty in general treatment of the motive of the run. If this be allowed to disappear, either through repeated running over the same course, or through the creeping in of the element of speed, the benefit of the scheme is entirely lost. It must be the ambition of the leader to pick out a route which is new to as many of the riders as possible, and to make that route

CORRESPONDENCE.

How a Motorcycle Won an Election.

Editor of the Bicycling World:

Noticing from time to time letters in your valued publication giving the various uses to which motorcycles are put I thought a line from me as to how an election was won might not be amiss.

In the summer, I think, of 1901 an election was on in this province and the constituency in which I reside was very hotly contested. At the Court of Revision preceeding the election, when the voters' lists are finally revised and numbers of names added by representatives of both political parties, it was discovered when the court was in session in this municipality that an error had arisen in the taking of some seventy affidavits from parties scattered for miles through this district—the error was of a technical nature, but the objections by opposing counsel was considered well taken and had the support of the presiding judge so that there was nothing to do by the parties interested but make a determined effort to get a new set of affidavits, otherwise the names would be struck off.

As the court would only sit for some three or four hours longer when the point was raised, it was considered out of the question to do anything with horses to get in the necessary affidavits before the court would rise, and as I was the only owner of a motor propelled vehicle in town at the time, and being a duly qualified commissioner of the High Court to take the necessary affidavits, the solicitor and others came and urged me to take the matter in hand, which I cheerfully did. The roads, fortunately, were in excellent condition and the way I got over the ground with my motorcycle (which, by the way, was one of the early Auto-Bi's of 1½ horsepower), was surprising. I traveled from place to place, securing the necessary documents, and as my machine was in the pink of condition I made excellent time and accomplished what no other style of vehicle could have accomplished in the same time. I secured nearly all the affidavits required. On my last trip, however, to secure two or three names, I was caught in a terrific thunder storm and was drenched to the skin before my return. The court had just closed, as I returned to town for the last time, but owing—I was informed—to my faithful efforts, the Judge and interested parties allowed some two or three names to pass unchallenged.

The subsequent election was carried, if I remember correctly, by the small majority of five, and the successful candidate who was directly benefitted by my work upon the little motor bicycle, shortly after became a Cabinet Minister of the Province of Ontario—hence the motorcycle is a boon to politicians in trying times and should have their support and encouragement.

As a means of conveyance for a "convey-

FIXTURES

April 19—Boston, Mass.—Opening race meet at Revere Beach track.

April 21—Frankford, Pa.—North East Wheelmen's Racing Association race meet at Kensington track.

April 22—Valley Stream, L. I.—Roy Wheelmen's five-mile handicap road race for club championship; closed.

May 6—Camden, N. J.—Atlantic Wheelmen's sixty-mile road race to Atlantic City; open.

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

ancer" and "real estate" man, there is nothing to equal a good reliable motorcycle. I have been sent for frequently to draw wills in times of emergency, owing to my being able to reach urgent cases quickly, and in any real estate business in the summer time I often do as much work, traveling many miles of all kinds of country roads—some quite mountainous—and be back to my office by 10 a. m. as I could do with a fairly good livery horse and reach my home by 10 p. m. I rode an Indian last season and I cannot say too much in favor of this reliable mount; the manner in which it climbs some of our steepest grades is marvelous, and on the level a simple "twist of the wrist" gives one speed enough to raise the hair.

Wishing your publication the success it deserves, I am,

"With a twist of the wrist,"

WALTER Y. C. ARLIDGE,
Meaford, Ont.

lead up to something, be it a good meal, a good drink, or merely a good view. And in the objective lies the keynote of the whole situation. For where through lack of time, or for any other reason, the riding district is limited and well known to the majority of the riders, it otherwise would be extremely difficult to please; but by introducing some means of diversion at the end of the outward trip, something, of course, which is acceptable to the majority, the fact that the route has been over a known course need be no detriment to the fun of the thing.

There are a thousand and one things which may be done by way of recreation within easy riding distance of any club house, and a surprising number which have not been thought out and tried by more than a few of the members. To discover them, involves considerable ingenuity, and to lead up to them without attracting suspicion as to the end in view, requires even more, but with due care in arrangement, it is possible to effectually blind even the oldest hands.

Not simply is there a deal of enjoyment to be had out of a series of such runs during a season, but for the different leaders, there is plenty of profitable riding to be had in mapping out courses, and contriving blinds which shall combine good riding with sufficient mystery to make them worth while. The pioneering, and all the preliminary arrangements should be carried out as quietly as possible, so as not to excite suspicion, and if the others are eager to discover in advance just what direction is to be taken on a given occasion, so much more difficult is the task of the leader, and so much the better.

In organizing a series of such runs, extending over a season and comprising not over a half of the total number of runs—as otherwise, the thing might grow monotonous—a very good scheme would be to issued a series of prizes to the leaders who succeeded in blinding the followers successfully up to a certain point in the run, and a second series might be given out to those who were first to guess what was in view. By exercising a little thought and ingenuity in making the early plans, such runs may be made by far the most attractive portion of the annual program, and, indeed, the most enjoyable. The element of competition should be fostered as far as the laying out of courses is concerned, and the tastes of all the riders should be catered to, so that the inevitable "kickers" may be in the smallest possible minority, and the general result be one of harmonious satisfaction.

KRAMER MAKES GOOD START

Wins Twice on First Appearance in Paris—Prospects Bright for a Big "Bag."

"Won both races—Frank."

This brief cablegram from Paris early Monday morning of this week to Dillon B. Burnett, of East Orange, N. J., brought the information for which many cyclists were anxiously waiting. It meant that National Champion Frank L. Kramer had opened the outdoor season at the Buffalo Velodrome in Paris with two good wins, thereby giving promise that Kramer's European conquest this year will be one continued sweep of victories. Of course, the premier American may lose in one or two races, but from present indications and a careful mental survey of the available material now riding on the continent, it is doubtful if Europe can produce one sprinter to show a clean pair of heels to the "flying Jerseyman."

With two brilliant victories upon the occasion of his first appearance this season, things look very bright indeed for the greatest sprinter this country has ever produced. The first race was a match with Friol and although the cable dispatch does not give any information, Kramer must have shown the way over the tape twice in succession to the former champion of France. If European racing experts are to be believed, this victory in itself was a good omen of further successes, for Friol has improved wonderfully since he rode in New York two years ago. Kramer started from scratch in the second event and won out in a brilliant finish from a large field.

The American's chances for a triumphant tour seem particularly bright. Unlike many other riders, he has been resting all winter and only began to train when he arrived in Europe on March 20. That he has rounded into championship form is evidenced by the results of his first appearance on April 8. Last year Gabriel Poulain was Kramer's most formidable opponent, but defeated him only once. The other man to administer a beating was Henri Mayer, the old man of odd hoisery fame. Reports from Europe state that Poulain is not in form and Mayer is struggling in Australia. Therefore it seems that the American champion's most dangerous opponents are Emil Friol, Charles Vandenberg, of Belgium; Richard Heller, of Austria; Thorwald Ellegaard, of Denmark, and Gus Schilling, of Germany. All these men are riding faster than ever before and may give Kramer some lively sprints. However, it is confidently thought that Kramer will return to America in July with the distinction of having trounced each and every one of them and, in addition, with the official title of "world's champion."

Walthour Returns; Tommy Hall with Him.

Robert J. Walthour and Gus Lawson arrived in New York City, Tuesday morning, after a fairly successful winter season on European tracks. They were accompanied by W. Thomas Hall, of Canningtown, England, who will make his re-appearance in America in a motor-paced match race against Walthour and probably Menus Bedell at the opening of the Revere Beach saucer, Boston, April 19. The plucky little Briton has not ridden much since his unfortunate accident in the six-day race, when he cracked his shoulder blade, but his ability as a pace follower is unquestioned. Hugh MacLean was to have ridden against Walthour but the Chelsea pace follower is convalescing from an attack of pneumonia and may not be fit to straddle a wheel. According to late advices from Paris, via England, Walthour suffered a severe defeat on the Wednesday before he left Europe at the legs of none other than the distinguished Nathaniel Hawthorne Butler, Esquire, of Cambridge. The information, which always has to be taken with a grain of salt, states that the veteran Butler trounced Walthour three times in succession at distances of 5,15 and 40 kilometres. The time is not given.

Where Cycle Stealing is Expensive.

Down in Louisville, Ky., stealing a bicycle has become an expensive "pastime," not taking into account the liability of being placed under \$500 bond for six months, nor to say nothing of the inconvenience of being given a criminal rating. At least, that is the conclusion which a certain N. P. Mann has arrived at as a result of a recent experience of his down there.

Mann, who swore to a plurality of homes when put upon the rack by the local police, was taken into custody by a couple of officers just as he was in the act of attempting to dispose of a bicycle which he was alleged to have stolen. He stoutly maintained that he had purchased the machine from a negro—name unknown—but the police proved otherwise, and it cost him just \$19.

Statistics of the "Stolen Book."

San Jose has the distinction, if such it may be called, of being the easiest city in the State of California in which to purloin bicycles. Stockton and Sacramento come next, but San Francisco is down toward the last. Los Angeles has a good average. On the average, it is stated that one wheel a day is stolen in San Jose. On some days four or five are reported to the police officials, but the majority of them are recovered. The statistics are gleaned from the "stolen bicycle book," which has just been forwarded to Los Angeles. Realizing that more wheels are stolen in California than in any other State, the authorities have started the rule of sending a book around to the various cities once a month and the list of stolen bicycles is written in it.

ROCHESTER GETS F. A. M. MEET

Decision Settles Destination of Endurance Contest, also—July Dates Likely.

Rochester, N. Y., will be the scene of this year's national meet of the Federation of American Motorcyclists.

This result of the mail vote of the Executive Committee of the F. A. M. was announced this week by Secretary Wehman. Chicago was the other candidate for the meet, but it seemed the prevailing sentiment that at this time it is advisable to have the function occur nearer the center of membership and thereby assure a more representative attendance.

The meet in Rochester almost certainly will be held during the first week of July, the 4th to the 7th being the most likely dates, with a one-day "appendix" in Hammondsport, where they make Curtiss motorcycles, American champagne and other good things. July 2d and 3d will be devoted to the national endurance contest, the route of which will be from New York to Rochester, about 350 miles—two strenuous days' travel over roads that will truly try the endurance of both men and machines.

In the course of a personal journey Secretary Wehman recently stopped over in Rochester for a few hours and although the result of the vote was not then known, he met President Fisk and a large number of other members of the Rochester Motorcycle Club and found them fairly charged with enthusiasm and bulging with eagerness to entertain the F. A. M. If the meet came their way, they promised to make it a memorable occasion and Wehman states that they impressed him as being the sort of men who would keep their promise.

Although the F. A. M. was organized in Brooklyn, N. Y., in 1903, this will be the first national meet held in the State. The event of 1904 occurred in Cambridge, Md., and that of the following year in Waltham, Mass., those places also being the destinations of the annual endurance contests, which always have been held in connection with the meets.

More Amateurs to Receive "Invitations."

Although no doubt it was a surprise to many to learn that Louis J. Weintz, James Zanes and W. W. Van Iderstine were slated for the "pro" ranks, no doubt it will come as an additional surprise to hear that four Bostonians also are being considered as eligible to ride for real money. The Massachusetts quartet consists of Ralph Wyatt, of Brockton; W. F. Drea, of Cambridge; W. F. Holbrook, of Boston, and W. S. Younie, of East Boston. And it is also said that the list is not complete by half. Some of the so-called amateurs may be expected to look worried for the next month or so.

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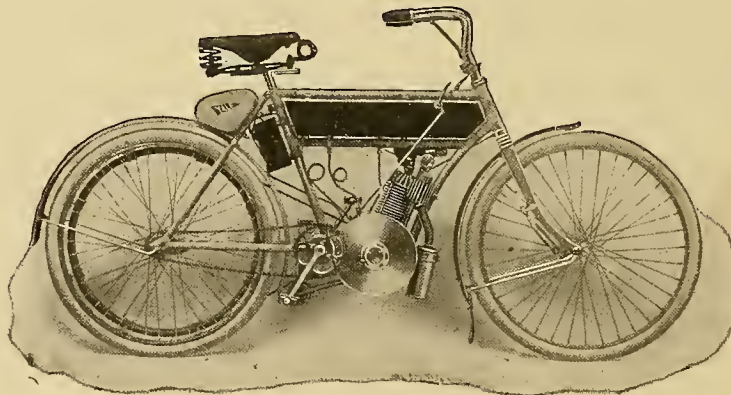
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NEGLECT OF LITTLE THINGS

Part it Plays in Motorcycling and Results of the Opposite Course.

Time and chance, the two greatest factors in the government of destiny, play fully as important a part in the career of the motor bicyclist as they do in any of the more stereotyped walks of mankind. Things happen to all men alike when they go a-riding, and sometimes it seems as though there is no governing element in the allotment of the cyclists' mishaps, so erratically and unequally are they distributed. Yet on the other hand, it is not to be denied that there is a cause for all things, and that the universe moves in accordance with certain laws, hence, it would seem that with a little thought, the causes of the more usual troubles which befall the motorcyclist, might be discovered, and that with a little forethought, at least a portion of them be remedied in advance.

"Did you ever attempt to classify the troubles which are most likely to overtake you on the road?" said a veteran motorcyclist to a *Bicycling World* man the other day in the course of a discussion in which the above bit of philosophy had been evolved by the speaker. "Well, I have. For over two years, I have been keeping careful account of all stoppages which are not premeditated, and the result has worked out in the following ratio: ignition troubles, 45 percent; failure of fuel supply, from one cause or another, 25 percent; transmission troubles, partly due to chain, and partly to belt troubles, since I have used two different machines during the time, 23 percent; troubles in the engine, other than those caused by ignition or carburettor troubles, 6 percent; and 1 percent, 'general debility,' by which I mean difficulties which have not been classified, because they were not directly chargeable to the mount.

"Of course, you know, these results might be very different from those experienced by other riders, a great deal depending on the rider's method of handling the machine, and not a little, on the machine itself. In this, I have taken no account of the stoppages due to tire troubles, for they seem to belong in a class by themselves.

"Now you will notice," he continued, "that the majority of these difficulties would naturally be responsible for only a few moments' delay on the road, and that they would entail no very great amount of labor in setting them right. I thought this all out for myself, after I had begun to keep run of my stoppages, and finally came to the conclusion that if I took proper pains with the machine at the right time, there would be no real need of any delays, except those due directly to accident of one sort or another. And so it has proved. For since I arrived at that conclusion, I have exercised a more careful watch over what I have come to regard as the tender spots

of the mount, and taken pains to see before going out on the road that there was no apparent likelihood of their giving out. So that during the last six months, I have had far less difficulty than ever before, although I have ridden fully as much as I did last summer, and have kept up a fairly constant average daily stunt."

From these statistics, as well as from the general experience of the average rider, it is perfectly evident that by far the greater number of road stoppages are due to insignificant causes, and causes which well may be considered as needless. Perhaps nearly all of them may be laid at the door of the owner of the machine, since they might have been anticipated had thorough inspection been maintained, and pains taken to eradicate any faults or impending faults as fast as they made themselves apparent. But whatever the real cause, it is apparent that the difficulties, no matter how numerous they may be, are in the main chargeable to the neglect of little things.

While it is perfectly true that the men who let everything about the equipment of the machine go indefinitely, somehow manage, not infrequently, to get good service out of it, at least for a while, there is invariably a day of reckoning, when the account has to be adjusted, and when it is found that there are many things needed in the general overhauling which has been found to be necessary. The man who is a "fuss-budget," on the other hand, and invariably spends hours each week in overhauling and inspecting the mechanism which apparently is in good shape, manages to get a total mileage out of his machine which is astonishing.

He is not used to breakdowns on the road, knows not the name of the mysterious stoppage which requires several hours of aimless search and dismantling of parts before its cause is located—and, what is more, the mount which has been under this man's care comes out fresh and good at the end of the season, and is ready for another season's running while the other has to go to the repair shop to be overhauled again. The reason for the difference in the performance of the two machines is simply because the one has constant attention—such as any machine, no matter how constituted and no matter how well built, needs, and because all probable troubles are anticipated, and their coming forestalled. The ratios of the causes of breakdown cited above, serve as an apt illustration of this. They point to the fact that both the maker and the user can profit by nothing so much as constant and detailed care of the less substantial parts of the machine; and thus help to force home with emphasis, the pointed truths of the gospel of little things.

W. Gibson was elected president of the Riverside Wheeling Club, Buffalo, N. Y., at the last meeting of that organization. The other officers chosen were as follows: Financial secretary, A. Holland; secretary, Ed. Woelffel, and treasurer, N. Tyler.

F. A. M. AND A. A. A. FORM ALLIANCE

Agree to Respect Each Other's Rulings, which Closes Last Door to Offenders.

The American Automobile Association and the Federation of American Motorcyclists have reached an understanding that will make harder the way of the transgressor in either branch of the sport. In response to the overtures of the F. A. M., the two associations have agreed that henceforth suspensions made by either organization will be respected and enforced by the other, which means that an automobilist punished by the A. A. A. will not be permitted to compete as a motorcyclist nor drive a car at a motorcycle meeting, the same being true of the suspended motorcyclist who might seek refuge in the automobile ranks or attempt to ride in a motorcycle race at a "mixed" meeting.

The racing board of the A. A. A. took action in the matter at its last meeting, Secretary Gorham advising the F. A. M. of the association's wish to co-operate in the movement that "is most desirable to maintain a high plane" for the respective sports.

As the Federation of American Motorcyclists already has entered into similar alliances with the Amateur Athletic Association and the National Cycling Association, its compact with the American Automobile Association will reach even further than appears on the surface. So far as offending motorcyclists are concerned, it closes to them the door of practically every outdoor sport.

Californians Begin to "Do Things."

Cycling clubs of Oakland and San Francisco, Cal., are beginning to bestir themselves. On Sunday, 1st inst., over forty members of the Oakland club answered the Maurer race call and rode to the new boulevard road in spite of the threatening weather, where an exciting contest for the captain's cup was held. There were three heats of seven riders each. The final was composed of Samuel Hancock, Edward McTighe, L. Elke, F. Black, W. Holmes, Robert Bassett, H. Hancock and Patrick Rilea. The race was won by McTighe after a long sprint. An interesting feature of Sunday's gathering was the presence of so many of the older members of the club.

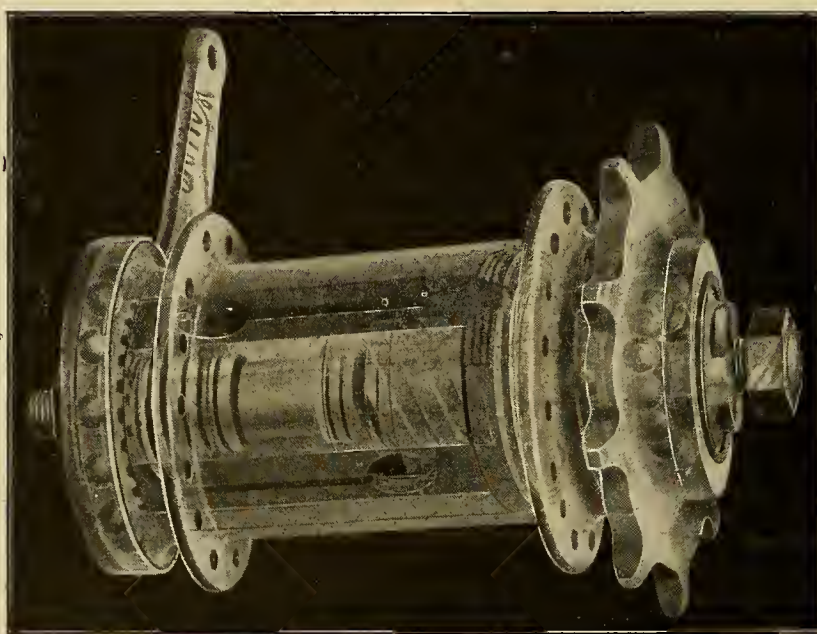
Holland in Charge of Massachusetts.

Vice-President Carritt, in charge of the Eastern District of the F. A. M., has appointed Lincoln Holland, of Worcester, the Massachusetts State representative of that organization. Holland is a ripened veteran in both the oldest and the newest forms of cycling and in the heyday of the L. A. W. was one of its champion recruiters. That he "knows his book" goes without saying.

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TWO WAYS OF TOURING

The Fit and the Unfit and the Pleasures and Pains that Result.

"Though the touring season still lies in the hazy if not very distant future, the close of the month of March sets the cyclists' thoughts a-wandering in an anticipatory manner. There is an awakening buzz in the air, a buzz of preparation—rather felt than heard—which makes even the butterfly rider bestir himself to be ready for the road. The machine, so long condemned to idleness, is disencased from its winter wrappings and the rider sets to work to remove the clogging accumulations of the months of inactivity, so that man and machine alike may be fit and ready for the first little tour of the year," says a foreign writer.

"I am afraid that as a rule a man re-awakens in the spring in a condition decidedly unfit, while his machine, after its long rest, reveals itself to his gaze in a state that is no less unready. The ardent winter will, of course, point out that unfitness and unreadiness are impossible to us brave hearts who ride fifty-two weeks every year—or say we do. But I must confess I have not much faith in the popularity of winter riding. There are far more people who talk about winter cycling, or write about it in an enthusiastic way, than actually carry out their favorite pastime in practice. In fact, one of the most ardent winter riders I know has not been in the saddle of a bicycle for some years. Yet he can tell you more strange facts, and put you up to more weird wrinkles in connection with the brave heart business than many a man who wallows in winter mud every week-end.

"Now, I don't think the genuine tourist as a rule patronizes the strenuous joys of winter riding to any great extent, for the tourist is usually a man who cycles only for pleasure, and as the principal pleasure in winter riding seems to lie in the cozy corner of a comfortable inn, where you can contrast your present comfort within, with your past and future discomfort without, the tourist, wise man, stays at home to plan more seasonable ramblings. As for myself, I take my winter ride as I take whiskey—medicinally. Were I to omit my weekly spin, some obstreperous component of my digestive mechanism would get out of gear, and the lives of certain excellent people who are condemned to abide with me, would become intolerable; so, for the sake of all concerned, I keep my tires pumped up and my lamp trimmed through the desolate days of winter. In doing this I am afraid I represent a somewhat small minority, the great majority—men who apparently can go through the most stren-

uous of "festive" seasons without turning a hair—leave the bicycle severely alone until the bright, breezy days of March warn them that spring is at hand, and that man and machine must be overhauled and made ready for the road.

"I think there is much to be said for the man who discards the bicycle from November to February. He is not so likely to suffer from satiety as is the all-the-year-round pedaller, and he comes back to the road with a re-born enthusiasm to which the other must of necessity be a stranger. But let him not too long defer the day of re-awakening, for the first out-door holiday of the year will be upon him before he is half-way through his work of getting fit. Getting the machine ready is a trivial matter; a few hours drudgery, a pair of badly-soiled hands, and the loss of some small

taking their pleasure in that sad, sad manner, which has been said to be the peculiar prerogative of the Briton; steadily they come back to him, he passes them, a moment later they are lost to sight in the rear, and the man who is fit still goes on as if weariness and he would never more be roadmates. At the end of the day he is sixty, seventy, eighty, perhaps a hundred miles from where he started in the morning, and has no more than that delicious tired feeling which enables a man to appreciate to the full a comfortable easy-chair, a pipe, and possibly an interesting book—which latter no tourist should travel without—and later on he sinks into the happy oblivion of a sound and unbroken sleep.

"And how fares the man who has started his first tour unprepared? I have just shown him among the party so easily passed by my man who is fit. He has planned, perhaps, a moderate enough program, which nevertheless he can only keep to by continuously "overdoing it." His mind is perpetually calculating the miles which still lie before him, the time he has available in which to cover them. When at last the day's work is done he feels too exhausted to eat, too exhausted even to sleep, and he ultimately finishes what should have been an enjoyable, health-giving holiday, with a done-up, lackadaisical feeling which will hang about him for nearly a week.

"Is either picture overdrawn, my friend? Have you never experienced one or the other—more likely both—in yourself? I think so, and only hope you have had the wisdom to draw the moral for your own advantage.

"To mention training to some men is to convey to them an idea of racing or record-breaking, but in a mild way a course of training is no less important to the tourist. But the tourist's training is a simple matter. He needs no track, no special machine, no attendants—nothing but an occasional but regular spin on the road. The weather may not be very tempting, the roads may be heavy, but all the same the intending tourist should take his bi-weekly or tri-weekly training run for a full month before an early season tour. To start a tour thoroughly fit is to practically ensure that tour being a success. To start it unfit is to make it highly probable that it will be a failure, even though every other essential to success may be present."

Dogs Roam at Owners' Risk.

From a rural French magistrate comes a decision in the case of the owner of a dog versus a motorcyclist who had been instrumental in sending the animal to the canine happy hunting ground, which might well be emulated in all cases involving similar circumstances. "Citizens have an undisputed right to let their dogs run on the roads," said the judge, "but it is at their own risk, for dogs are animals of extreme mobility, and their presence is a serious danger to traffic."



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particles of skin from the knuckles, and the thing is done. But oh! how different with the rider himself. If that first and best tour of the year is to bring the maximum of pleasure it must be preceded by not hours but days of preliminary preparation. Little jaunts at first, when one wonders that such an intolerably high gear could have been driven last year; then farther and farther afield, until the lungs have cleared themselves of the last vestige of winter fog, the muscles have regained their old suppleness, and that terrible ache at the knee has gone for good. If all this can be accomplished before the first day of the tour, how the rider will revel in his ability to reel off the miles. No laborious and painful struggling, when the least of hills appears a mountain, the gentlest breeze a relentless gale. Mile after mile is reeled off at a swinging pace—not scorching, but a steady, distance-eating pace which makes the rider feel he could go on and on until the crack of doom. Far ahead he sees a party of the unfit, straggling, weary, with heads low,

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READING STANDARD

TO OPEN THE SEASON

C. R. C. of A. Undertakes a Union Run—
Issues Call for Big Turnout.

One event that ought to be productive of beneficial results is the what may be styled "the opening of the season run" which is now being organized by the Century Road Club of America. The idea originated with President A. G. Armstrong and is that all the clubs in and around New York hold a joint run, for pleasure purely, on either Sunday, April 22, or Sunday, May 6. No entrance fee will be charged and there will be no expense whatever attached to the run.

The plan is for the various clubs to meet at Fifty-ninth street (Columbus Circle), New York City, at 9 a. m. of the day selected and ride to Grant's tomb, returning via Fifth avenue and thence over the Williamsburg bridge to Coney Island. At the resort dinner will be taken and then, as Mr. Armstrong expresses it, "for an all-around good time."

It is to be hoped that all the cycling clubs in New York City, Long Island and Northern New Jersey will attend in a body, for such a representative body of cyclists parading the streets of New York City on Sunday, when everybody is out on the streets, would have a most salutiferous effect upon the sport as a pleasure, and would make an imposing and self-advertising procession.

Barczik Cuts off 16 Seconds.

Paul Barczik of the Fourteenth Regiment Athletic Association, Brooklyn, N. Y., cut the rather large slice of sixteen seconds from the New York City armory record for two miles in the spring games at the Fourteenth Regiment on Saturday night last, 7th inst. Riding from scratch Barczik covered the distance in the fast time of 5 minutes 10½ seconds as against the old record of 5:26¾, held by C. E. Schoenick. This is even better than the record made at Buffalo by Schudt two weeks ago. Thomas Rowland, 60 yards, finished second, and Charles E. W. Christopher, with 100 yards' handicap, was third. The race was open only to members of that regiment.

Spokane Plans Stirring Meet.

Principally with the object of reviving cycling in the State of Washington, the new cycling members of the Spokane Amateur Athletic Club called a meeting two weeks ago to decide upon some means of starting the movement. C. C. Holzel, one of Harvard University's former crack bicycle riders, was appointed chairman of a committee consisting of H. E. Rothrock, J. C. Alexander and Arthur Crowley. The committee decided to open the season with a big race meet at the Interstate fair grounds, which has kindly been loaned for the purpose, on Decoration Day, May 13.

The dealers in Spokane promised to rally to the support of the committees and already three bicycles—a Rambler, a National and a Cleveland—have been donated as prizes, besides other accessories, medals and cups. The bicycle events will consist of a one mile novice, one-quarter mile open, one mile for the Spokane Amateur Athletic Club championship, one half-mile open, one-half mile high school championship, one mile open paced, two-man team race open, five mile handicap on the road and a two mile motorcycle race.

Twelve Tigers in First Try-out.

Last Sunday was such a balmy day that the Tiger Wheelmen considered it a crime against the sport of cycling to allow their wheels to remain in cellars, so they inaugurated the season's racing by calling a club run from New York City to Valley Stream and holding a five mile handicap road race at the latter place. Twenty members participated in the run and four motorcyclists accompanied the cyclists to the Merrick road.

Twelve Tigers fought for honors in the race which was a five mile handicap from West's to Lynbrook and return. The club's champion, Urban McDonald, who was looked upon as a winner, suffered misfortune. He was one of the scratch men and took a bad tumble at the very start, which caused him to lose nearly a minute. He adjusted his handle bars and saddle post, pluckily remounted and finished fifth. The honors went to Christopher Kind, who had an advantage of one minute. Kind's time—14 minutes 15 seconds—was very good considering that the riders had to push against a strong wind both ways. Nicholas Kind (40 seconds) crossed the tape second, in 14:37, and Charles P. Soulier, with the same handicap, finished third in 14:43¾. The summary follows:

Pos.	Rider.	Handicap	Time
		M. S.	M. S.
1.	Chris Kind	1:00	14:15
2.	Nick Kind	0:40	14:37
3.	C. P. Soulier	0:40	14:43¾
4.	Sax Waddell	1:00	16:02¾
5.	Urban McDonald	scratch	14:48¾
6.	Leo Stemmler	1:30	17:24¾
7.	George Henry	scratch	16:00¾
8.	Benj. Barton	2:00	19:40¾

Ozersky Moving Things in Youngstown.

Youngstown, Ohio, will have a cycling club if the efforts now being put forth by Max Ozersky of that place are rewarded with success. The organization, which already is on the high road to formation, will be called the Mahoning County Cycling Club. It is planned to hold regular Sunday morning runs and to promote road races during the year. From Youngstown comes the cheering additional information that business in that section is picking up, all the dealers having sold more wheels so far this season than for the first three months of many previous years.

TWO DARKIES ON SCRATCH

Their Fight and Mathis's Bad Spill Features
of Atlantic City's Opening Race.

Nearly 800 spectators saw William Reed, riding with six minutes' handicap, win the first race of the season promoted by the Atlantic City (N. J.) Wheelmen, last Sunday, 8th inst. Just previous to the finish they also saw D. Byron Mathis, one of the riders, break his collar bone in two places.

The race was a ten mile handicap and was held on the beach course at Ventnor, just south of Atlantic City. Mathis was riding in the one minute class and on approaching the second bridge, where the boulevard takes a sharp turn, he was crowded toward the right rail. Mathis was riding fast and could not avert his course in time to avoid striking the post. The force of the impetus was sufficient to snap off the handlebars and the rider was hurled with terrific force against the guard rail, the impact breaking his collar bone and also cutting his finger badly.

Twenty riders faced the starter. The start was made from a point outside the city limits, the riders going out two and a half miles and returning; going out the same distance and finishing. William Reed, in the six minute bunch, easily finished first, with M. Timmes, five minutes, second. M. McGuire (3:30) finished third; F. Hemple (3:30) was fourth.

There was considerable rivalry between the two scratch men, W. Ivy and Frank Young, both colored. Ivy is from Boston and Young claims Atlantic City as his abiding place. The two descendants of Ham fought every inch of the way and the finish was unsatisfactory because Ivy, the visiting Bostonian, went down with a puncture almost in sight of the tape. His color mate, Young, won first time prize, covering the ten mile course in 31 minutes 30 seconds which, considering the high wind that swept the beach, was very good.

New Interest in St. Louis, too.

There is fair promise that St. Louis, Mo., which in the late '80's and early '90's was about the liveliest and most interesting cycling center in the United States, may at least partly renew its glory. Several of the interesting old timers and more of the later generations have undertaken to form a club in that city, the meeting for which purpose is to be held tonight. Among those who signed the call are M. J. Gilbert, H. G. Wolzendorf, W. M. Butler, George Lang, Jr., and R. H. Laing.

At the last meeting of the Akron Wheelmen, of 47 South Washington Square, New York city, these officers were elected for the ensuing club year: President, Paul Crescio; vice-president, L. Luppi; treasurer, A. Zerbarini; secretary, W. Berre; captain, G. Gariazzo; first lieutenant, Charles Cavagnaro; second lieutenant, P. Anthony;

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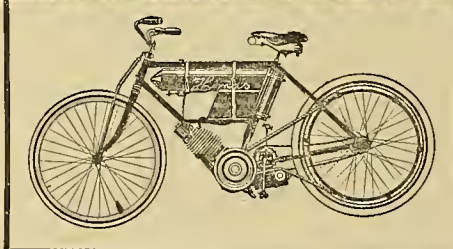
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Sight feed oiler, regulated while riding, (can't be clogged).

The Thomas Patent chain belt drive, (does not stretch).

A one piece hardened crank shaft, large enough to stand all possible strain.

Won't you let us tell you about the other good points of the 1906 Thomas?

THE THOMAS AUTO=BI COMPANY, 1443 Niagara St.
BUFFALO, N. Y.

CARTOONISTS' FANCY

Suggests the "Kitchen Mechanic" Which may Prove not Wholly an Idle Dream.

"Kitchen mechanic" is a term of the vernacular that current usage has put the seal of approval on, but ordinarily it does not represent anything more mechanical or methodical than the newly arrived greenhorn with a penchant for blowing out the

blowing the fire, macerating the tenderloin on the table at the left, turning the roast on the spit, rolling the pie crust and pulverizing the coffee, all at once, not to speak of one or two other things such as grinding the miscellaneous objects to be seen in the sopper of the machine at the left of the "dienstmadchen" herself, who is lost in the latest romantic novel while the work goes on apace without assistance. Guesses are in order as to what the ground material dropping into the bowl is intended

tools in his shop, and on Sundays and holidays to employ it for the purposes for which it was originally intended. The difference between the two applications was one of quality rather than quantity, for the blacksmith employed his motor bicycle to run everything about his place that required power.

Mileage Men Change Places.

According to the report of Nobel O. Tarbell, chairman of the roads record committee of the Century Road Club of America, there has been a shift in the standing of the century and mileage "fiends" since the first of March. Then Ernest G. Grupe, secretary-treasurer of the New York division, headed the list, but during the month of March Grupe has been passed by Harry Early, the treasurer of the National organization. Emil Leuly is third in the number of centuries ridden, with Alfred H. Seeley fourth and Fred E. Mommer next.

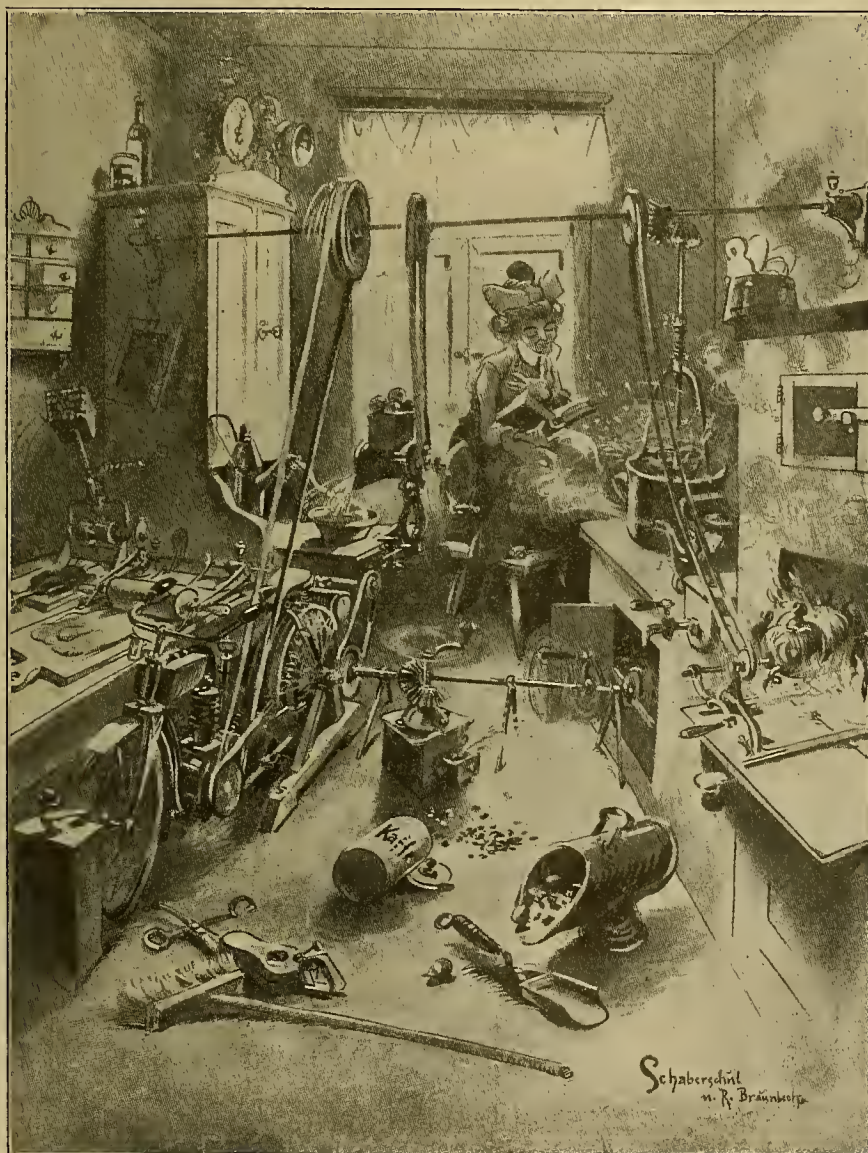
In National century competition the riders next in order are: 6, H. E. Fischer, West Hoboken, N. J.; 7, Andrew Clausen, Chicago, Ill.; 8, Fred I. Perreault, Malden, Mass.; 9, Harry B. Hall, Brooklyn, N. Y.; 10, H. E. Gast, Brooklyn, N. Y.; 11, William L. Russell, Brooklyn, N. Y. In all, 57 centuries have been ridden up to April 1.

Doubtless the duties of Fred E. Mommer, the energetic National secretary, have kept him too closely confined, for he has dropped to fourth place in the mileage table; last month he had both feet on the topmost rung of the ladder. Harry Early now occupies that vantage point, while Ernest Grupe, whose name was not noticed in last month's report, is in third place. Alfred H. Seeley, the globe trotter, is third, while the "overworked" secretary is in the position named above. The standing of the remaining distance annihilators follows: 5, James H. Clowes, Paterson, N. J.; 6, Henry H. Wheeler, Pomona, Cal.; 7, William J. Hampshire, San Jose, Cal.; 8, Fred I. Perreault, Malden, Mass.; 9, Nobel O. Tarbell, Lake Geneva, Wis. The total mileage for the first three months of the year is 5,586.

Grand Rapids will Repeat Road Race.

The Grand Rapids (Mich.) Bicycle and Motorcycle Club again will hold its time-honored Memorial Day road race, this year's event making the seventeenth time the classic event has been run. The distance will remain the same, about fifteen miles. A Cleveland bicycle will head the list of prizes and a National has been offered the first rider of this machine to cross the tape. A Hudson is also included in the list of place prizes.

Speeding automobilists would better beware in Buffalo, N. Y. Two policemen have been placed on motorcycles and have been given instructions to see that speed laws are not violated. Colorado Springs, Col., also has added motorcycles to the paraphernalia of the city police department.



gas and demanding a raise after she has mastered the simplest rudiments of how not to keep house. Whether the Teutonic creator of the accompanying sketch founded this flight of fancy upon the term or not cannot be said, but on the whole it must be conceded to represent about as close to the ideal kitchen mechanic as could possibly be desired.

For with the aid of a few lengths of shafting and belts, besides an occasional bevel gear or two just to add to the novelty, the motor of the bicycle is grinding the ingredients of the Hamburger steak to be,

for, and in all probability the correct answer will be to the effect that it is to form the constitution for that mysterious dish known as hash.

At first sight the artist's fancy would seem to have over-reached itself, but upon second consideration it will be evident that there is more truth than poetry involved in this ingenious conception, for more than a year ago, sketches were published in these columns showing how an inventive young American blacksmith took advantage of the possession of a motor bicycle by using it during the week to run several

Goodyear Cushion Pneumatic



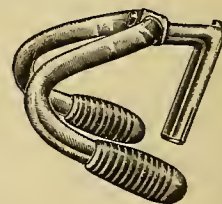
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Cleveland, Ohio.

THE SPRING OVERHAULING

Some Suggestions Regarding that Seasonable Task—Things that Require Adjusting.

In spring the young man's fancy lightly turns to thoughts of cycling, if it is permissible to paraphrase the immortal bard in this manner, but if he wishes to realize his day dreams of a pleasant day's run into the country at a time when it is one of the greatest pleasures to get away from the brick walls and stone pavements, it is as well to put in a few hours in guarding against the chance of turning the pleasure trip into one quite the reverse. A machine depreciates fully 50 to 75 per cent. as much standing idle, as it does when in constant use and this despite the fact that it has been put away under conditions most favorable to its preservation and with every precaution taken to guard against rust or other damage. Why this should be so is a puzzle, but it seems to be a fact, none the less, so that the bicycle will stand in need of an overhauling if it has been laid up for the winter just about as much as if it has been ridden through that season. In either case the overhauling should be equally thorough.

Many cyclists prefer to take their machines to the nearest repairer with instructions to take them all down and make any renewals that may be necessary. Given a satisfactory mechanic there is little objection to be found with this method, nor is the bill to be footed as the result, out of proportion to the services rendered, but to the cyclist who is in love with his machine and the pastime, the job of taking it to pieces and reassembling it provides recreation of a sort that is almost as satisfying as riding itself. Certainly there is added pleasure in the subsequent easy pedalling that can be attributed to one's own efforts in cleaning and re-adjusting. There are, of course, some things that it will be better for the cyclist to leave to the professional repairer unless he considers himself sufficiently expert, in which case he will hardly deign to notice advice on the subject. One of these items is truing up the wheels. After a season's hard riding there are bound to be some spokes that are loose and the wheel in consequence will wobble more or less. Leaving it in this condition imposes a correspondingly severe strain upon the tight spokes and causes the wheel to be unevenly supported; riding will aggravate this condition daily and as a result the wheel will be apt to succumb completely to a shock that it would otherwise withstand. But considerably more than a knowledge of how to take care of a bicycle is required to be able to make a good job of truing up the wheels. Every spoke should be under approximately the same tension—exactly the same tension, as a matter of

fact, though this would be a difficult matter even for an expert. There is no great difficulty in manipulating a nipple wrench and in tightening up the spoke, but unless the amateur repairer has had some experience he will find it better to leave this job to more skilled hands, for in all probability, after spending two or three hours in tightening here and loosening there, he will find that the wheel runs in eighteen different planes instead of one and that recourse must be had to the repair shop after all. It is purely a matter of knack that only experience can give.

Take out the ball bearings and axles and while the wheels are being trued up by the repairer the remainder of the machine may be attended to, and an excellent way to keep the small parts together in one place is to put them in a bowl or tin containing a pint or two of kerosene. While there would seem to be an extremely remote chance of either the saddle or handle bar fastenings having gone wrong, it is but little trouble to remove them and equally easy to replace them at the same height as they were previously owing to the difference in the color of the metal that has been covered by the tubes and the part that has been exposed. As soon as the chain can be removed it should be immersed in kerosene and allowed to soak for some time as graphite and mud combine to form a rather hard compound that cakes itself in every crevice and cranny of the links. It will be a surprise to note the amount of dirt that can be coaxed out of even a clean looking chain by this means, and it will continue to come forth for hours, a little at a time. The process may be facilitated somewhat with the aid of a fine wire or stiff bristle brush. It should then be thoroughly dried before any dust has a chance to settle on it.

With the removal of the crank hanger and its bearings and the front fork, the frame will be reduced to its lowest terms and may be set aside for the time being. Dissect the crankhanger into its component parts, even including the pedals for it is little short of marvelous what a difference cleaning will make in the latter essential. This is not strange when it is considered that few parts of the machine are more directly subjected to the influences of mud and grit. If the balls of the head bearings and the crankhanger happen to differ slightly in size it will save trouble to keep them apart in the cleaning process as mixing the two sizes in replacing the bearings would not be conducive to easy running.

Unless the enamelling of the frame is so badly scratched as to present a shabby appearance, the attention devoted to it may be confined to giving it a rub off with a greasy rag and following this with a polish with a dry cloth. If the amateur tinker be very ambitious he may undertake the job of re-enameling the frame itself, but if he does so under the impression that the home-made job will equal the factory product, he is bound to be disappointed, for the effect of the baking will be lacking.

WHEN THE DOG ATTACKS

Riders' Legal Rights Outlined in a Lawyer's Advice to a Motorcyclist.

Like the average motorcyclist, B. E. Zerby, a Pennsylvania member of the Federation of American Motorcyclists, knows a dog-gone shame when he meets it. He has met it so often—"it" being the howling purp that delights to charge full tilt at every passing rider, and has brought scores of them to earth—that there is blood in his eye and he is bent on "doing things." However playful may be the attack of the dog Zerby does not relish it and as there are several of the animals in his vicinity whose intentions are plainly not playful and he has tired of their attentions, one of the things the Pennsylvanian is bent on doing is sending their souls to the dog heaven.

Before doing anything of the sort, he desired to be sure of his ground, and accordingly sought the advice of Counsellor J. C. Higdon, chairman of the F. A. M. Legal Action Committee. Mr. Higdon's advice was full and to the point and is of prime interest to motorcyclists generally. He gave it to Zerby in this language:

"My advice to you is as follows: If a vicious dog, or any other animal, including a human being, attacks you and threatens your life, you will be justified in the eyes of the law in protecting yourself by means of any weapon which you may have at hand, whether it be club, revolver, knife or shot gun, but be careful and not carry your weapons concealed.

"If you carry a revolver it must be strapped on the outside of your clothing; otherwise, if you shoot a valuable dog, you will be liable to arrest.

"You ask if it would make any difference if the vicious dog should carry a license tag, and in reply will say that it makes no difference whether the animal be licensed or not; if it threatens your life you will be perfectly justified in shooting him, even if he carries a license or tag."

Century Runs for Motorcyclists.

The motorcycle season in the East will be formally opened on Sunday 22nd inst., by the New York Motorcycle Club's open century run from Brooklyn to Patchogue, L. I., and return. The start will be made from Bedford Rest at 8:30 a. m. The maximum time limit will be eight hours and the minimum six hours. Silver medals will be awarded all who survive within those limits.

The Brooklyn Motorcycle Club's century over the same course will occur on May 8th. Instead of medals, the Brooklynites will inaugurate an innovation by awarding the survivors gold lettered blue ribbons and rosettes and by making the entry fee good also for dinner at Patchogue.

"Joys" of Touring in China.

It is always a vast deal easier to read of the difficulties of touring in foreign lands than it is to undergo the trials which are incident to it in person, as many a traveler who has undertaken it has discovered to his own sorrow. And the average American rider who is wont to revile his native highways as being well-nigh unbearable, might, possibly, have his love and respect for his own land materially increased were he but to spend a day or two in some other land where the benefits of civilization have not, as yet, unfolded some of the advantages which here are become so common as to be regarded with little or no respect. In this connection, the word picture of a day and a night spent on a Chinese road by an American missionary, serves to illumine the fact that conditions here are not as bad as they might be by a very great deal.

"I am laid up by storm at a little place on the road from Hwai Yuen to Nan Hsu Cheo, for which I set out two days ago, riding my bicycle," says Dr. Samuel Cochran, of the former place, in a letter published in the Westminster magazine. "A man started at eight with my bedding (two heavy quilts and a pair of blankets), a few clothes, and some books and tracts to sell.

"I expected to travel thirty miles this first day, and had an appointment with this coolie for a certain village. By noon I had gone twelve miles very happily. Then the

wheel developed an obscure disarrangement of its bevel gear, to which it is prone, and in the next three hours I only went three miles, having the wheel apart three separate times. Once was in an inn, once in a little hovel, and once in a village temple, always with an interested, pushing mob helping me (?) by questions and comments. At last I seemed to have adjustments made and I started along with the inspiring thought that I had a good chance of spending a chilly night without bedding in a draughty Chinese inn. I pushed on rapidly and made eight miles more in quick time, but the last three or four miles of it was in an increasing drizzle that was alarming, for when these roads get wet, they are awful. The soil is the silt from the rivers Hwai and Huang Ho which have made this plain by filling up what was once the sea and forming the great central Chinese plain.

"By the time I was twenty miles from home the tires began to pick up mud, and in a very short time I knew my day's journey was done, as the mud so blocked the forks that I could not even push the wheel when walking beside it. I still thought to push a little further hoping perhaps to find my luggage, and for fifty cash hired a man to carry the wheel to a village a half mile or so in front, and then it really came on to rain hard.

"We came to a river and had to stand

there and wait for a ferryboat, and by the time I got to the village, I was like a half-drowned rat. I found an inn, simply a big empty room with a pile of cornstalk leaves in a corner, and three or four rickety benches. I bought some corn-stalk and they made a fire for me, and in the course of an hour or so I was both dry and warm, but alas! my bedding might be anywhere in the next ten miles of the road. There was, of course, none to borrow, and the very idea of borrowing nearly turned my stomach—and I am not squeamish either after these five or six years in this dirty country. We have to see and eat and brush against a good many kinds of pretty dirty dirt, but excuse me from borrowing an average Chinese quilt. There are lots of clean and respectable people in China, but any quilt that is to be borrowed no one wants to borrow.

"Well, I got good and warm at a corn-stalk fire, the 'landlord' of our 'Waldorf' spread a bed of corn-stalk leaves with a matting over it, and I burrowed my feet into a pile of leaves at the foot. At ten-thirty I awoke cold, and got the landlord up to build a fire, and we warmed ourselves again and laid down. Again at two-thirty this was repeated, and at daylight he roused for a last good warming. All the next day it rained, but at eight I was rejoiced to welcome back my coolie, who had slept two miles in front."



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GOOD GOING FOR TWO CUPS

San Jose Cyclists in Exciting Events—
Novices Make Good Showing.

Two fast and exciting bicycle races opened the season in San Jose, Cal., last Sunday, 8th inst. Both events were held by the Garden City Wheelmen, over the East San Jose five-mile course, and in spite of the fact that the roads were dusty and somewhat cut up, fast time was made. Several hundred spectators lined the course. The first race was for the Miller and Travis cups and the start was called at 9:30 a. m. Willard Parsons treated the crowd to a genuine surprise by soon overhauling the riders ahead of him on the 45-second mark and beating out Livio Maginni, from the same mark, in a blanket finish at the tape. Parson's time was 13 minutes 35 seconds, and Livio Maginni was vanquished by only one-fifth of a second. Parsons, therefore, got both cups, for winning first place and scoring the best time.

The finish between the scratch men—John Berryessa, William Waible and Carl Showalter, was especially keen. Berryessa fell at the start and did not overtake his markers until half the distance had been covered. Fifty yards from the tape he tried to jump the others, but was unsuccessful, Waible almost nailing him at the ribbon. Showalter was one-fifth of a second behind the other two scratch men.

Twenty-one riders raced the starter in the five-mile handicap for novices and it proved almost as exciting as the other. W. Bowne, with 1 minute and 30 seconds, finished first, with E. Salzar, two minutes, second, and C. E. Sanders, one minute, third; both close up. Chaboya, with the 1:30 bunch, won first time prize, covering the five miles in 13:51, and R. Inman, in the same division, finished second best, one-fifth of a second behind Chaboya. The summaries:

Five-mile handicap, amateur:

1. Willard Parsons	0:45	13:35
2. Livio Maginni	0:45	13:35½
3. Howard Smith	0:45	13:55½
4. Charles Chaboya	0:30	13:45
5. J. Castro	0:45	13:45½
6. C. Bennett	0:30	13:45½
7. John Berryessa	scratch	14:15
8. William C. Waible....	scratch	14:15½
9. Carl Showalter	scratch	14:15½

Five-mile handicap, novice—First, H. Bowen (1:30); second, E. Salazar (2:00); third, C. E. Sanders (1:00); fourth, Harry Gray (1:30); fifth, James Dunnigan (1:00); sixth, Edwin Nichols (1:00); seventh, Charles Chaboya (1:30); eighth, R. Inman (1:30); ninth, Dowie Byler (1:15); tenth, F. O. Hitchcock (1:15); eleventh, Walter Smith (scratch), and twelfth, Fay Smith (1:30).

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

Muskegon "After" the Glass Throwers.

Broken bits of glass are not conducive to the longevity of pneumatic tires and the members of the Muskegon (Mich.) Motorcycle Club do not feel that they should be called upon to bear the expense of others' carelessness. Accordingly a petition has been presented to the city council asking that it take drastic measures toward enforcing the city ordinance that prohibits the throwing of glass into the street.

The Brooklyn (N. Y.) Motorcycle Club, which hitherto has lacked road officers, has filled the deficiency by electing C. L. Simms, captain, F. A. Baker, first lieutenant, and H. J. Wehman, second lieutenant.



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as that of
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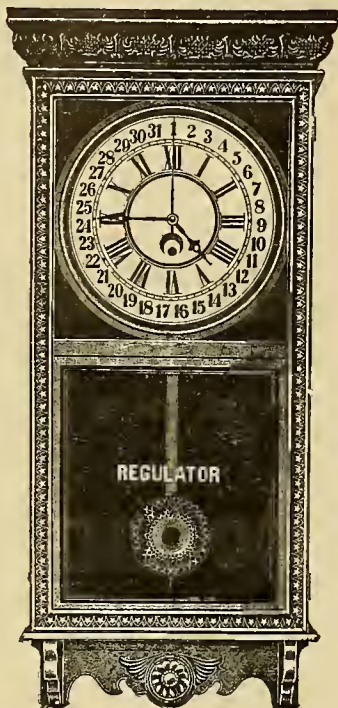


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MONARCH	\$25 to \$40

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HARTFORD, CONN.

The Week's Patents.

813,796. Carbureter. George H. Holgate, Philadelphia, Pa. Filed Oct. 16, 1905. Serial No. 282,975.

Claim.—1. A carbureter consisting of a font or receptacle, absorbent material contained within said receptacle, said absorbent material so arranged as to leave a space above and below the same within the receptacle, a stationary tube extending downward through the center of the receptacle open at its upper end and closed at its lower end, a central gas-tube arranged within the first-named tube, said gas-tube also closed at its lower end and open at its upper end, means for causing the central gas-tube to remain stationary, a middle tube arranged between the two aforesaid tubes and adapted to revolve around between the same, ports formed through the walls of the two stationary tubes coincident with one another within the space below the absorbent material, openings formed through the walls of the revolving tube adapted to be brought in and out of register with the ports of the stationary tube, openings formed through the top of the font, a valve connected to the revolving tube for opening and closing these ports when the tube is revolved, ports for admitting air through the lower end of the gas-tube, means for opening and closing these ports by the revolution of the revolving tube, the bottom of the font provided with an opening for admitting air to the central gas-tube, means for closing said opening when the font is to be filled with liquid, a chimney surrounding the upper end of the gas-tube, a burner arranged over the upper end of the tube within the chimney, as and for the purpose specified.

814,068. Pneumatic Tire. Frederick G. McKim, London, England. Filed Mar. 14, 1905. Serial No. 250,047.

Claim.—1. In a tire of the kind described, the combination with a series of air-chambers, of distance-pieces located between the same, a covering for said air-chambers and said distance-pieces and thread portions on said air-chambers constructed to project through said covering, substantially as described.

814,545. Clutch. Charles C. Keyser, Newport News, Va. Filed Feb. 13, 1905. Serial No. 245,458.

Claim.—1. In a friction throw-off for motorcycles, a friction-disk adapted to be secured to the rear hub of the vehicle and comprising a rigid disk and a movable disk, said two disks being connected by a series of cushion-springs, a ball-bearing between said disks, a sprocket-wheel having a recess to receive the friction-disk and a friction-surface, a movable wedge-disk, ball-bearings between the sprocket-wheel and the wedge-disk and a rigid wedge-disk secured to the frame of the vehicle, substantially as described.

815,346. Pneumatic Tire. Robert A. Harris, Tucson, Ariz. Filed Sept. 24, 1904. Serial No. 225,817.

Claim.—1. The combination with a wheel rim, of a supplementary rim formed with grooves, tire-flanges having grooves therein registering with the grooves in the supplemental rim, a split ring in each pair of registering grooves, each split ring having lateral projections on its ends, cylindrical elements having cam-grooves therein to receive the lateral projections of said rings, and means for rotating and locking said cylindrical elements.

815,708. Speed Indicator. Gustav Ihle, Berlin, Germany, assignor to Max Stein-

berg, Charlottenburg, near Berlin, Germany, and Max Tritter, Berlin, Germany. Filed May 13, 1905. Serial No. 260,305.

Claim.—1. In a speed indicator, the combination of magnets mounted upon trunnions, means for rotating said magnets upon said trunnions, an armature disposed within the field of said magnets, and indicating mechanism connected with said armature.

815,712. Carburetter for Explosive Engines. John H. Johnston, Paris, France. Filed June 24, 1905. Serial No. 266,783.

Claim.—1. In a carburetter, the combination of a spray-pipe, of a hollow piston around the spray-pipe, having an inner wall conical in shape and lateral apertures, of a ring surrounding a portion of the length of the piston, and of means for adjusting or regulating the position of the piston with respect to the spray-pipe and the said ring.

815,779. Valve Gear for Explosion Engines. Louis P. A. A. Bailleul, Paris, France. Filed Sept. 27, 1904. Serial No. 226,178.

Claim.—Valve-gear for explosion engine, comprising inlet and exhaust valves, said valves being superimposed and having a common seat, a sleeve for the exhaust-valve concentric with the stem of the inlet-valve, and means for working these valves whereby at the induction-stroke the inlet-valve opens alone and the gas enters through the interior of the sleeve of the exhaust-valve, which at the time remains closed to the exhaust, and at the exhaust-stroke the two valves, held one against the other, move together, thereupon exposing the exhaust-outlet.

816,006. Tire Valve. Charles E. Duryea, Reading, Pa. Filed Apr. 3, 1905. Serial No. 253,679.

Claim.—A valve-body having an air-passage therethrough with its outer end enlarged, forming an interior shoulder, the outer portion of said passage being interiorly threaded, a valve-seat resting on said shoulder and having passage therethrough, a check-holder having exterior threads engaging the interior threads of the body, and having a passage in line with the passage in the inner end of said body and an enlarged passage outward therefrom, a check having a double conical body with stem depending through the valve-seat into the air-passage in the inner end of the body beyond said shoulder and a stem extended in the opposite direction into the enlarged bore of the check and having a head movable therein and closing the communication between the large and small bore of the check, and a cap detachably secured to the outer end of said check-holder.

816,083. Current-Controller for Igniting Devices for Hydrocarbon-Engines. Fay O. Farwell, Dubuque, Iowa, assignor of one-half to The Adams Company, Dubuque, Iowa, a corporation of Iowa. Filed Oct. 21, 1904. Serial No. 229,415.

Claim.—1. An igniting device for hydrocarbon-engines, comprising normally separated contacts, a rotary driven member adapted to engage one of said contacts to bring the contacts together, a driving member for said rotary driven member, the latter being capable of a limited rotary movement independent of its driver, means connected with the movable contact to accelerate the movement of the rotary member after the latter has brought said contacts together, whereby the contacts will be quickly separated, and means for regulating the period of engagement of the con-

tacts to maintain such period substantially constant for various speeds of the engine.

816,089. Speed-Meter. Russell W. Hargrave, Ann Arbor, Mich. Filed May 22, 1905. Serial No. 261,061.

Claim.—1. The combination in a speed-meter of an inclosed case in which are arranged coaxially and to rotate two fans, having vanes with opposite pitches at their inner and outer portions, corresponding portions of the vanes of each fan having the same pitch, substantially as described.

816,472. Sparking Ignition Machine. John F. Johnson, Chester, Pa. Filed Oct. 19, 1904. Serial No. 229,134.

Claim.—1. An ignition mechanism, the combination with an engine, of a sparkler, induction apparatus having a secondary circuit including the sparkler, a source of electrical energy having a primary circuit that includes said induction apparatus, a switch for the secondary circuit including an element alternately movable in reverse directions, a switch for the primary circuit including an element alternately movable in reverse directions, a device for operating the switches to successively close the secondary and primary switches in the order named and open the same in reverse order, and an eccentric device driven by the engine to effect the necessary movements of said device.

816,846. Carbureter for Petroleum Motors. Ferdinand Charron and Leonce Girardot, Paris, France. Filed Mar. 22, 1902. Serial No. 99,514.

Claim.—A jet or spray carbureter for petroleum motors, comprising a carburation chamber to which leads the nozzle or petrol-outlet nozzle and which is connected by one side to the air-inlet pipe and by the other side to the combustible mixture outlet pipe leading to the motor, in combination with an iris diaphragm, arranged across the air-stream issuing section in the plane of the arifice of the nozzle, a rotating cylinder which controls the blades of the diaphragm and which is provided with windows for the outlet of the combustible mixture, a plate which keeps said cylinder in position and insures a joint on its circumference and a controlling-lever secured to the cylinder outside of the carbureter, substantially as and for the purpose set forth.

816,884. Detachable Pneumatic Tire. Charles S. Scott, Cadiz, Ohio, assignor, by mesne assignments, to The Goodyear Tire and Rubber Company. Filed Mar. 23, 1905. Renewed Mar. 5, 1906. Serial No. 304,264.

Claim.—1. The combination of a vehicle-wheel rim having a depressed groove near its detaching edge, an annular, inextensible, detachable, rim-flange, having an inner diameter which permits its ready passage over the outer edge of the groove, and a contractible locking-ring which is passed over the outer edge of the groove and sprung into the groove to form an abutment for the rim-flange, substantially as described.

817,051. Carbureter for Explosive Motors and Engines. Herman C. Doman, Oskosh, Wis. Filed Mar. 10, 1905. Serial No. 249,417.

Claim.—1. A carburetter, comprising a casing provided with inner and outer walls, said casing provided with a central, mixing or vaporizing chamber, said casing provided with a water-jacket formed between said inner and outer walls, said casing provided with a reservoir formed upon the outer wall intermediate its ends, a cross-pipe integral with said casing and communicating with the reservoir, a valve positioned within said pipe, a priming-cup depending from said

WANTS AND FOR SALE.

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FOR SALE—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

FOR SALE—One 2-cylinder Indian, like new, \$250; one 1905 Indian with heavy spokes, \$150; Tandam attachment, \$10; Reading Standard Racer, like new, \$160; Rambler Motorcycle, new, \$150; Indian Motorcycle in good condition, \$125. **F. A. BAKER & CO.**, 1080-1082 Bedford Avenue, Brooklyn; 20 Warren St., New York.

FOR SALE—Second-hand motorcycles. Send for list No. 102, containing 70 machines, from \$35.00 up. **HARRY R. GEER CO.**, 1014 Pine St., St. Louis, Mo.

FOR SALE—United States Patent No. 245,236, covering a practical pump for automatically inflating tires; no reasonable offer refused. **P. J. MCGINN**, Salisbury, Rhodesia, South Africa.

WANTED—For cash, Good second-hand Motorcycles, also parts. **MOTOR**, Box 635, Lincolnton, N. C.

FOR SALE—1904 Rambler Motorcycle, used one season, new tires, new drive chains, thoroughly overhauled, \$100. **HEERMANCE & GRAY**, Hudson, N. Y.

FOR SALE—Rambler Motorcycle, 1904 Model, spring-fork in first class order, \$110. **RAMBLER**, care of Bicycling World. P. O. Box 649, New York.

FOR SALE—New Columbia Motorcycle, \$150; Other makes at very low prices. Home Trainer, built for racing, strictly accurate, 8 laps to mile, rigged with electric lights, best home trainer, ever built, \$150. Fine Triplet, like new, \$40. **PARK CYCLE CO.**, 47 So. Washington Sq., New York City.

WANTED—To buy second-hand Indian Motor cycle, if cheap enough. **J. W. BOND**, Columbia, S. C.

FOR SALE—1904 Armac Motorcycle, first-class condition, \$85; 1904 Merkel, new enamel, nickel and tires, \$110; 1905 Manson, new sprockets and chains, \$125; 1904 Indian, just overhauled at factory, \$145; 1905 Indian, can do a mile in 1.20 or better, \$150. **GARDNER ENGINEERING CO.**, 472 Carroll Ave., Chicago, Ill.

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TIRES

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AUTOMOBILE AND BICYCLE SUPPLIES

Send for 1906 Catalogue.

THE KELSEY CO., Buffalo, N. Y.

valve positioned upon said casing and normally closing said outlet, and a primer for moving said valve.

816,889. Flexible Tire. Albert V. Stichen, Gand, Belgium. Filed Dec. 16, 1904. Serial No. 237,118.

Claim.—1. A non-inflated tire comprising a cover, a lining for said cover, resilient or spring means for placing said cover under tension, said lining having annular pockets therein and elastically-extensible material contained in said pockets and arranged to be put under tension by said resilient or spring means.

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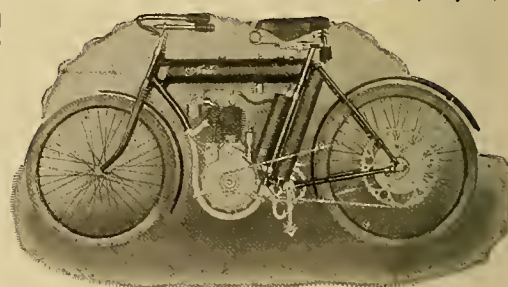


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with
Metal Sleeve.

Attached to wheel at handle-bar by clamp, and at fork-crown by expansion plug pressed into crown-head. Spoon is connected with plug by taper bolt, and by turning up nut plug is expanded, forming secure fastening. We make spoons with or without rubbers to fit all styles of crowns. Lots of these brakes used. Every dealer ought to carry them.

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permits the use of a DIRECT CHAIN drive
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ARMAC MOTOR CO.,
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, April 21, 1906.

No. 4

'FRISCO CYCLE TRADE SUFFERED

Was in Very Heart of the Stricken District
—Fisk Suffered Double Loss.

While telegraphic inquiries remain unanswered, there is practically no doubt that in the appalling disaster that has befallen San Francisco, the cycle trade of the city practically has been obliterated. All of the leading dealers and jobbers and branch houses were in the very heart of the district that felt the first heavy quake and that subsequently was swept by the flames.

The Pope Manufacturing Co. is one of the concerns that have received advices from the stricken city and as its branch was totally destroyed there is small hope that any other of the establishments have been more fortunate. The Pope losses probably will prove the heaviest of any of those interested in the bicycle trade. The branch carried an immense stock of bicycles and accessories and its loss will exceed \$250,000.

Among the other leading concerns located in the affected district were Baker & Hamilton, the big hardware firm that dealt extensively in bicycles; J. W. Leavitt & Co., the Reading Standard distributors; C. C. Hopkins, the Indian agent; L. H. & B. I. Bill, who handled the accounts of the Morrow coaster brake, Kokomo tires, Solar lamps and Mossberg bells; Bryte, Coates & Campbell; A. J. Musselman, and W. B. Morrell.

Practically all of the tire manufacturers maintained branches in the city and they must have suffered as severely and as generally as the other concerns, all of their depots being located in the shaken and fire-swept zone. The Fisk Rubber Co., in all likelihood, suffered a double disaster, as last week their branch in San Francisco was destroyed by fire and goods had been rushed from the Los Angeles depot to make good the loss.

Extent of the Call for Kokomoes.

"January and February of this year were the best of those months in the history of the Kokomo Rubber Co.," was the report of

David L. Spraker, of that company, who was in New York this week. "The bad weather during March, of course, caused a slight let-up," he added, "but we are still working full force and full time to keep abreast of the demand for our tires."

Rubber Goods Reduces Directorate.

At the annual meeting of the Rubber Goods Manufacturing Co., held in Jersey City last week, the membership of the board of directors was reduced from fifteen to nine. These were the directors re-elected, Charles H. Dale, Ernest Hopkinson, Charles A. Hunter, Frank W. Eddy, Arthur L. Kelley and Samuel P. Colt. The new members chosen were Anthony L. Brady, Lester Leland and John J. Watson, Jr.

The directors who retired were Talbot J. Taylor, Edward Lauterbach, Harry Keene, C. J. Butler, M. J. Blanchard, H. O. Smith, E. J. Coughlin, W. J. Courtney and J. H. Cobb.

The report of President Dale for the fiscal year ended March 31, shows an increase in the surplus over the preceding year of \$158,477. The sales of the company were \$17,662,453, an increase of \$207,768.

Rates Reduced on Tires for Western Points.

The efforts of the Fisk Rubber Co., acting for the tire manufacturers generally, to obtain a reduction of rates on rubber tires to Western points, has achieved results. To Denver and all points common thereto and to Salt Lake City and all points common to that city, the rate has been lowered to 43½ cents per hundred pounds.

Splitdorf to Open Uptown.

For the convenience of the uptown demand, C. F. Splitdorf, the well-known coil maker, has taken the lease of the four-story building at 1679 Broadway, of which he will take possession May 1st. A full stock of Splitdorf coils and other ignition appurtenances will be carried, of course.

Pope Additions will be Big Ones.

The Pope Mfg. Co., has let the contracts for the additions to its factory at Westfield, Mass. One of them will be 60 by 100 feet, the other, 50 by 150 feet—dimensions that will provide lots of needed "elbow room."

TO MAKE SOLARS IN EAST

Their Makers Seeking Plant in New York—
Amazing Labor Situation the Cause.

Within six weeks, the Badger Brass Mfg. Co. will have established in New York a factory for the production of the world-famous Solar lamps. R. H. Welles, treasurer of the company, is now in New York negotiating for the necessary building. Back of the move is a situation that vividly illustrates the burden that, on occasion, labor imposes on capital and on the growth of an industry. The largest lamp making institution in the country, the Solar plant at Kenosha, Wis., has had its output absolutely limited by the employees, and its expansion curtailed, with no relief in sight. The case is peculiar.

To begin with, the trade of lamp maker is one that requires skill of a special kind, and the requirements of the apprentice demands that he work five years before he is admitted as a qualified lamp maker. The work in the past has not attracted a large class of men, for the industry was comparatively small and the large majority of those engaged in it are foreigners, chiefly Englishmen. In consequence, when the production of automobile lamps was added to the output of bicycle lamps and attained proportions, the Solar lamp makers found themselves short-handed, and as the United States immigration laws prohibit the importation of labor, they have been hard put to it to secure anywhere near the necessary number of men.

The Lamp Makers' Union was not slow to take advantage of the situation, and how they have used it, the present state of affairs bears witness. Too small as a union to receive representation in the national labor bodies, they affiliated with the International Carriage and Wagon Workers' Association, which in turn is a member of the American Federation of Labor.

The business of the Badger Brass Manufacturing Company has grown by leaps and bounds. When they had scoured the country over and secured all the lamp makers possible they were still confronted by a

large deficiency of labor, with orders pouring in on all sides, and in this dilemma set about for ways and means of extricating themselves from it.

Conference with the local union followed. As the company had every disposition to comply with all reasonable demands of their men, the upshot was that it finally offered to employ for fifty weeks during the year every lamp maker it could secure, or that the union could secure for it, executing a bond to each individual man that it would carry out its part of the contract. In consideration of this, they asked that the union would permit them to employ tinsmiths, or "tinnners" as they are called, for such portions of the work as they could do, and in excess of what the lamp makers themselves could do. The local union refused. The company inquired if there was any appeal and were referred to the International Carriage and Wagon Workers' Association. To this body it repeated its offer, presented the case as strongly as it could, urged its fairness and its disposition towards the men, but all to no avail. Finally, determining to follow the matter to the end, it again inquired if there was any higher authority to whom an appeal could be made, and was referred to Samuel Gompers, President of the American Federation of Labor. To him, at his headquarters in Washington, Treasurer Welles, of the Badger Brass Manufacturing Company, went last week, again presented the entire case and was informed by Mr. Gompers that he, the supposed head of the labor organizations in the United States, had no authority to instruct, and could only "recommend."

This is the situation as it stands to-day, and the unique spectacle is presented of an American manufacturer limited in his growth and output by his employees who, not satisfied with having all the work that they and their fellows can do, refuse to permit other men to obtain remunerative employment. It is not a pleasant conclusion that this dog-in-the-manger action of the labor leaders leads to, and is one of the things that tempt the average man to question the sincerity of their motives and the purity of their intentions.

Associations that Fine Absentees.

Both the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association included in their by-laws a stipulation that emphasizes the importance of attending meetings. Absence carries with it a fine of \$10, a wholesome tax that makes makes for not only full attendance, but prevents the interest from becoming restricted to the "certain few."

The Retail Record.

Green Bay, Wis.—Matt Anheuser, new store.

Decatur, Ill.—J. Saunders, new store at 614 East Eldorado street.

Riverside, Cal.—Riverside Cycle and Sporting Goods Co., moved from 860 Main street to 960 Main street.

IMPRESSED BY SOUTH

New Yorker Found Cycling Very Much Alive—His Interesting Observations.

Pneumonia sometimes has its reward. In the case of Frank B. Widmayer, the well-known New York dealer, the reward, if such it may be termed, was in the nature of a three months' sojourn in balmy climates. After Widmayer got well he decided to get "weller" by going to Florida. He returned this week, after a leisurely homeward journey, and as he kept his eyes open for



F. B. WIDMAYER IN A "NIGGERMOBILE."

bicycles and motorcycles in the several places in which he stopped, his observations are full of interest.

In Ormond, Daytona, Palm Beach and St. Augustine, where the winter vacationists are most numerous, Widmayer was greatly impressed, not only by the number of bicycles used by wealthy visitors from the East, but by a considerable sprinkling of tricycles ridden by elderly men and women. The wheel chair, or "niggermobile," as it is sometimes playfully dubbed, is conspicuous, of course, but the motor tricar is finding its way into the resorts and with its much wider radius bids fair to gain increasing favor, several new shell roads having been built, among them the 20 mile stretch from Ormond to New Smyrna, Fla., to say nothing of the superb beaches.

The shell roads of the South quite took Widmayer's fancy as also was the case with the natural marl roads which resemble macadam. In wet weather, however, the

marl highways are as slippery as grease and make treacherous going for rubber tired vehicles.

The New Yorker's homeward peregrinations took him into Jacksonville, Savannah, Charleston and Washington, and in each place he found small evidence of the so-called decline of cycling. Bicycles are everywhere and motorcycles are making marked inroads. Everyone seems to use one or the other, all of the storekeepers employing bicycles to deliver their small orders. The number of apparently prosperous cycle stores, and the large stocks they carried and the proportion of chainless and high grade bicycles generally in use being things that caused Widmayer's eyes to open wide. One Southern dealer told him that already this season he had disposed of 250 bicycles.

It was in Washington, however, that Widmayer obtained his most favorable impressions. As is always the case with the man really interested in cycling, that city of magnificent distances and wide, asphalted streets, makes him term it the "cyclists' paradise," and, of course, there are bicycles and motorcycles a-plenty and even a few tricycles of each variety in use, and these are greatly employed, not only for pleasure but for mail collecting and for delivery purposes of all sorts. The Washington bicycle police squad of some 70 men is in itself worth seeing. They constitute a fine looking, well equipped body and they seem omnipresent and always "on the job." There is not much scorching in Washington and there are no bicycles being used without lamps, bells or horns. The cops themselves are all mounted on high grade bicycles equipped with coaster brakes and provided with speedometers. Widmayer says that in the capitol he saw more motorcycles in use in the business sections during business hours than he ever saw anywhere else. They all display a license tag, as "192 D. C.," while all the automobiles carry three tags, viz.: "D. C.," "Va." and "Md.," the F. A. M. having had motorcycles exempted from the automobile laws of the two States.

Widmayer, who is an Indian agent, avers that every cyclist with whom he came in contact is either about to acquire a motorcycle or is "saving up" to buy one.

All a Case of Hope.

Hope Brothers is the title of a firm of cycle agents on the other side who have recently undertaken to sell bicycles on the installment plan, which the Britisher very appropriately terms "deferred payments." That official mouthpiece of the Hibernian branch of the trade, the Irish Cyclist, facetiously remarks that some of the purchasers will be living on Hope.

To Remove Rusted Screws.

One method of removing a rusted screw is to apply a red-hot iron to the top so as to heat it and immediately use screw-driver

FACTORS AFFECTING CURRENT

Why Some Batteries are Short Lived—
How to Measure Capacity of Coil.

One of the things that sometimes causes the new owners of two-cylinder motor bicycles to do a tall amount of thinking and no little cussing during the early days of their new possession, is due to the dry battery. Two hundred miles riding is not sufficient to affect the battery in any manner, and, judging from their experience with the single cylinder machines these riders rarely suspect battery trouble. They set about seeking some other cause of the defection and it is not until everything else has been tried and found not wanting that the battery receives their attention.

At first sight it would seem ridiculous that a battery which will stand anywhere from 1,000 to 2,000 miles riding on a single cylinder machine, should show signs of weakness at the end of two centuries merely on account of the extra cylinder; it should at least do half as much. But this form of reasoning from the battery to the number of cylinders and back again gives a result that has little or no bearing on the actual result. It is not so much the fact that the battery is called upon to do twice as much work; it is compelled to do it in the same space of time and is given scarcely any opportunity whatever to recuperate. While it may seem to be impossible that the hardly appreciable interval between the explosions of a single cylinder motor running at the rate of 1,500 to 2,000 revolutions per minute, should be sufficient to permit the battery to recuperate, experience shows that they are sufficient and that a dry battery used on such a machine will give satisfactory service over an extended period.

Polarization, as is quite generally known, consists of the generation of a quantity of hydrogen gas too great for the depolarizing agent of the dry cell—manganese dioxide, to throw off and the bubbles of gas completely cover and effectively insulate the carbon plate from the active solution. By the addition of a second cylinder, the number of explosions becomes the same as the turns per minute, and even taking 1,000 revolutions per minute as the average speed of the motor up hill and down dale, this means 1,000 sparks per minute, or one for every six-hundredths of a second, which is practically equivalent to putting the battery on a continuous short circuit.

This is a form of service that the dry cell is not equipped for and the result is that it apparently gives up the ghost in a very short time; it is not equal to the demands made upon it. A motorcyclist who recently became the possessor of a two-cylinder machine went through this experi-

ence and it puzzled him considerably to locate the trouble, which, however, was finally traced to the battery. But as providing new sets of cells did not remedy the difficulty, each one going the way of its predecessors in about the same length of time, the dry cell was discarded altogether and a set of accumulators installed in its place with the result that the motorcyclist is once more care-free. Where the dry cells were wont to "lay down" at the end of 200 miles, the accumulators are good for almost 2,000.

There are other elements, however, that enter into the question besides the form of battery. First of these is the coil; if it be not properly designed for the work it is intended to perform it will be wasteful of current and will use up the battery much quicker than the right coil for the place, but so far as this essential is concerned, the motorcyclist has little to say in the matter. That is something for the builder of the machine to settle with the coil maker and the buyer of the motor bicycle has to abide by his decision. Undoubtedly the coils with which high grade machines are equipped are the best to be had in the market, but the best coil ever made will not operate efficiently unless the contact breaker is properly adjusted and this is a matter that lies entirely with the rider of the machine.

Half a turn of the adjusting screw will frequently mean dividing the current consumption in half and considerably less than this will frequently be all that is required to arrive at the correct point. This adjustment may be made by turning the screw back and forth slowly while the machine is running on the stand and the difference in the working of the motor will be very apparent. A test to ascertain how much current is being used by the coil may be made very conveniently at the same time with the aid of a pocket ammeter or "battery tester." Do not attempt to use a voltmeter for the purpose under the impression that both "measure electricity," for a voltmeter reading would be meaningless, as the instrument only records pressure and not quantity of current passing. An ammeter must have all the current passed through it that is to be measured and to accomplish this end, it must be connected in the circuit in series. To do this remove one of the terminals from the contact breaker and connect to one of the terminals of the ammeter; connect the other terminal of the ammeter to the binding screw of the contact breaker from which the wire has just been detached and the instrument will then form a link in the circuit through which the current must pass in order to go through the coil. Run the machine on the stand at a good rate of speed and the reading of the instrument will not be difficult to take; if the machine be run too slowly the pointer will have an opportunity to drop back somewhat before the next spark and on this account will vibrate to such an extent that

even a fairly accurate reading will be out of the question. With the motor turning at a high rate of speed the hand will remain almost stationary and the effect of adjustment of the contact screw will at once be visible in the changed position of the pointer.

A well designed coil running under favorable conditions should not consume much more than half an ampere, or between that and one ampere, and an increase in the speed of the motor should be responsible for but a very slight upward movement of the hand. By favorable conditions is meant, principally the state of the contact breaker. If the ammeter reading should be two or three amperes, adjustment of the screw will be sufficient to remedy the difficulty if nothing else be amiss. Should this not be the case take the contact breaker down. See if the end of the platinum point on the screw has become carbonized and if such be the case, take a piece of emery cloth and brighten it, using the abrading sparingly, however, for platinum is worth more than its weight in gold. If the other point looks black, give it the same treatment. Note whether the cam and spring of the contact breaker are worn much and adjust them accordingly. When neither cleaning nor adjustment prove sufficient to bring the ammeter reading down below one ampere, in all probability parts of the contact breaker will need replacement, and should even the latter not be instrumental in bringing about a better result after painstaking efforts at testing, the fault may be ascribed to the coil. One thing is certain, no dry cell can withstand the demands of an ignition system that calls for an output of in excess of one or one and a half amperes steadily. The best automobile coils are set to run on a consumption of one-quarter to one-half an ampere of current and there seems to be no reason why the coil of the motor bicycle should require more.

G & J to have New York Branch.

The G & J Tire Co. are about to establish a branch of their own in New York at 10 West Sixtieth street. Arthur T. Smith will be in charge. Heretofore the G & J interests have shared the Hartford Rubber Works's branch.

Prince Wells now a Company.

Prince Wells, the veteran Louisville (Ky.) dealer has become a corporation—the Prince Wells Co., with \$5,000 capital and a \$3,000 debt limit. Prince Wells, H. L. Wells and M. Ehrle are named as incorporators.

Single Tube Goes Down Broadway.

The office of the Single Tube Automobile & Bicycle Tire Co. has been removed to 42 Broadway, New York. It was previously located in the Postal Telegraph Building, at 253 Broadway.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

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It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

**Comfort
Resiliency**

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 21, 1906.

San Francisco.

In the face of disaster of such magnitude and nature as that which has befallen San Francisco, words seem vain. But wherever there is human feeling, hearts must throb with acutest sympathy and hands must itch to give according to their means. There are cyclists and cycling interests in the stricken city. Both have suffered sorely. The fact is sufficient to rekindle quickly that "freemasonry of cycling," supposed to be well nigh extinct, of which the token was a desire to extend the helping hand and to cheer the brother in distress. San Francisco may have fallen, but San Francisco will arise.

The Time of Over-doing.

This is the season of the year when the cyclist is prone to sally forth on his bicycle, and return after a more or less protracted ride, pretty well fagged, if he be an enthusiast, or thoroughly "done up" and with the opinion that cycling is not all he had again brought himself to believe, if he is one of the backsliders who had after a year or term of years "resurrected" himself and his machine, determined to ride as once was his

wont. It is the time when the balmy air and sunlight skies tempt to overdoing. And he who all the winter has kept himself cooped up within four walls, only breathing in a little fresh air now and then as he goes to and from his work, is so beguiled by the invitation of spring, that he starts out with all the vigor of former experiences spurring him on, well pleased with himself and better pleased with the world, and rides, not wisely, but too far.

For it is to be remembered that the muscles which have been idle for so long are not as robust as they were when the last riding season found the century mark easily passed and without undue fatigue. They are flabby and the blood which is their vitality, is less potent and less vivifying than formerly, so that more of it must be circulated in a given time in order to infuse the same amount of energy into the system. This being the case, weariness comes all the sooner, and the result is a stiffness of muscles and staleness of feeling that is anything but exhilarating.

Hence, the great tendency is to overdo unwittingly under the exciting stimulus of the atmosphere and the pleasurable exercise of riding, and not to realize what harm is being done until it is too late to prevent the after effects of stiffened limbs and aching joints. And yet, these and the other unpleasant sensations which so frequently accompany the first ride, are absolutely unnecessary, and are simply the result of lack in judgment, and, to a certain extent, lack of self-control as well.

The essential thing in the first few rides is not to overdo, to ride only until the first signs of weariness are felt, and then to stop and rest, or even to set aside the machine until another day. Ten miles, or twenty miles, is much wiser at this time than double those distances. The second ride should follow as soon after the first as possible, so that the beneficial effects of the former may be strengthened and added to by the latter, and the system thus gradually accustomed to the new method of action, and without undue fatigue. The old idea of working down stiff muscles by putting them to further use of the sort which has tired them is all well and good—if it be not carried to extremes. Probably nothing will limber up the body which is benumbed from a ride as quickly and as effectively as another ride. But if the second is carried to an excess, the ultimate result may be worse than would have been

the case had the first attempt been followed by a period of complete idleness.

In this, as in all the other things of life, the doctrine of moderation carries with it all the tenets of successful achievement. But with this must also a certain persistency, a willingness to repeat the first attempt, and to ride a little at a time, when that little may seem hardly worth while in considering what might be done at the expense of subsequent physical torture, until the body has been accustomed by slow and easy stages to the new requirements and has developed its former vigor. For, to paraphrase the old adage, "We seldom repent of riding too little, but often of riding too much."

Chance for a Philanthropist!

There are two kinds of philanthropists; one kind does things, and the other kind tells the first kind how to do them. A member of the latter division having become interested in the progress of the ride-a-bicycle campaign, and also having observed how many old bicycles are cast up on dump heaps and sold to the junk man annually, has conceived the idea that it would be a mighty good scheme for a philanthropist of the first class to set himself to it and buy, beg, steal or borrow all the relics which yearly are thrown to the dum-dums, and after expending a small amount of capital upon them, donate them, revamped and re-varnished, to the children of the poor, who are willing—even anxious to ride, but have not the wherewithal to purchase a wheel.

It is a "bully good idea," without doubt, but one thing is lacking to the probability of its ever being brought to a practical conclusion, and that rests upon the difficulty of finding the much needed philanthropist of the first class. For strange, as it may seem, while those of the second class are to be found in plenty at any time and in every place, their brethren of the first order are scarcer than false teeth on a back sprocket, and hardly more to be relied upon when it comes to a test of dependability.

The long list of outdoor events already announced testifies strongly that there's lots of life in the old sport yet. If such an impressive list were coupled with, say automobiling or golf, or even pugilism, the editors who sniff at cycling would be penning sermons about the remarkable vitality of the particular sport, as was their wont when cycling was a rank craze and not, as now, a sane and established pastime.

GLOBE GIRDERS' ROUTE

The Venturesome Illinois Cyclists Map a Route Promising Interest and Excitement.

Lester R. Creutz and George E. Holt, the Moline (Ill.) riders who are bent on circumcycling the globe, have definitely plotted the route they will follow. Both are natives of the Middle West and when not otherwise engaged pursue the prosaic vocations of teaching the young idea how to shoot, and writing for the press. They will leave their home town some time in June and before returning to it again expect to cover about 50,000 miles, of which something like 30,000 miles will be done a-wheel. The start will be made from New York,



whence a steamer will take them to Liverpool, at which point the bicycle journey will actually begin. Scotland, Ireland and Wales will be the first steps, covering England incidentally and returning to their first landing place—Liverpool, from which a steamer will be taken to the Continent, and for the long ride to Stockholm in Sweden, through Belgium, Holland and Denmark the equipment will be reduced to a minimum.

From Stockholm the travelers will go to St. Petersburg, Russia, if the condition of the Czar's empire is such as to make the trip safe or feasible. From St. Petersburg the itinerary will lead in almost a straight line southwest through Germany, France and Spain, keeping the cyclists just ahead of approaching winter. About the first of next year they will probably find themselves in North Africa. Conditions among the natives will, to a large extent, govern the itinerary through Tripoli, Algeria and Morocco. Just at present the Mohammedans are up in arms in Morocco and a white man is scarcely safe. It is possible that the Molineans may join one of the huge caravans consisting of hundreds of camels, and cross the great Sahara desert to Timbuctoo, and return. At any rate, the approach of spring will find them ascending the Italian peninsula, having visited Sicily with its Mt. Etna and other attractions.

North through Italy, the picturesque, the tourists will go, taking Naples, Mt. Vesuvius, Pompeii and Herculaneum, Rome, the "Eternal City," Genoa, of Columbus fame,

Venice, the gondola city and other points of interest, to Berne, Switzerland. From Berne the route will lead eastward to Vienna, Austria, and thence south again through Austria, Roumania, Servia, Bulgaria and Turkey to Greece. A considerable length of time will be spent in Greece because of its great historical and mythological interests. From Greece the Mediterranean will be crossed and the land of the Pharaohs visited. A trip up the sacred Nile will be only one of the many features of the Egyptian itinerary—Karnak, the great Assuan dam, the Pyramids and Sphinx—all will contribute their share of pleasure and instruction.

Returning to Cairo, the cyclists will go eastward to the Holy Land and the many places of biblical interest will be seen. A trip by boat down the Red Sea will be the

next step in the trip, with landings at Mocha and other ports. From Mocha, boat will be taken around the Arabian peninsula to a Persian port and from this point the travelers will again depend upon their wheels. Around the Indian peninsula, touching at Bombay, Calcutta and Madras, they will wheel, including a tour of the Island of Ceylon. Shortly after leaving Calcutta the region of Kipling will be reached, Rangoon, Mandalay and other cities in Burmah. After endeavoring to locate the identical "pagoda lookin' eastward to the sea," and perhaps the "Burmah girl a-settin'," the tourists will wheel southward down the Malay peninsula—through Lower Burmah and Siam, to Singapore—probably the most cosmopolitan city in the world: Kipling himself has said that every nation of the world has its representatives among the inhabitants of Singapore. From this city Sumatra and Borneo will be visited after which boat will be taken for Manila. After learning the conditions under which Uncle Sam's black babies are learning their A B C of self-government, a trip will be made through Japan from whence a steamer will be taken to Hawaii and from there to San Francisco. The extended wanderings of the tourists and the many countries traversed by them in the course of their tour are outlined on the accompanying map.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

FIXTURES

April 21—Frankford, Pa.—North East Wheelmen's Racing Association race meet at Kensington track.

April 22—Valley Stream, L. I.—Roy Wheelmen's five mile road race for club championship; closed.

May 6—Camden, N. J.—Atlantic Wheelmen's sixty-mile road race to Atlantic City; open.

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's twenty-mile handicap race; closed.

July 29-August 5.—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's twenty-five-mile handicap road race; closed.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's fifty-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

WAS EASY FOR WALTHOUR

Runs Away from Fellow Voyager in First Race—New Pro's Make Debut.

Robert J. Walthour, of Atlanta, Ga., demonstrated that he had not gone stale from a double season's sojourn on the continent as many had supposed, at the opening race meet of the season at Revere Beach track, Boston, Mass., Thursday afternoon of this week. The champion pace follower of the world rode in true winning style and defeated Tommy Hall, England's finest, and Menus Bedell, of Newark, N. J., who but broke into the pace following game last season, in a 25 mile paced race. Walthour trounced the little Briton by 19 laps, or $2\frac{3}{4}$ miles and the erstwhile Long Islander was not one mile behind Hall. The time was 37 minutes $\frac{3}{4}$ seconds. Approximately 5,000 people witnessed the contest.

The introduction of three new two-cylinder pacing machines, used with success on the continent by Walthour, was hailed with delight by the fans, as they thought it would tend to produce a faster race. Hall's and Walthour's machines worked superbly, but Bedell's missed fire continually. Even at that it is doubtful if the former restauranteur could have done very much better, as he has taken on weight noticeably since the six-day race and tips the scales at 198 pounds. Hall's work was pleasing to his admirers and many predict that the little exponent of rare beefsteaks and musty ale will have no difficulty in making good once he becomes acclimatized—Hall is almost an American now.

The men were sent away from a standing start, with Hall on the pole, Walthour in the middle and Bedell on the outside. Albert Champion, one of the has-beens who has broken into the automobile game, handled the motor for Hall, whom he has frequently raced against on the other side, Gus Lawson, of course, rode Walthour's machine and Charles Turville had Bedell in tow. Hall proved the quickest starter of the trio and was away and going at the crack of the pistol. Lawson, however, had his eye on his man and had picked up Walthour while the others were hunting for pace. Hall, in an effort to jump Walthour, was switched off on the turnout of the homestretch of the second lap. Bedell was slow in getting under way. Walthour then commenced to show the speed that has made him famous, and for a time the other two were in grave danger of being shaken altogether. Walthour lapped Hall at the end of the first mile and Bedell on the fifth lap of the second mile.

Bedell traveled faster than the Britisher and scored a lap in the fourth mile. Hall appeared to be in distress and Champion coaxed him along. On the first lap of the seventh mile, Hall passed Bedell and started

out to regain the lost lap. He had regained two-thirds of it and was in a fair way to get the remainder when Bedell was forced to change pacing machines. The new one acted cranky and the Newark rider lost five laps before he got going. Hall showed steady improvement from that point to the end, while Bedell chirked up a bit. Walthour completed the distance before the others and Hall gained his eighth lap on Bedell just before the bell rang.

It took two heats and a final to decide the one mile handicap for the "simon pures." D. Connolly is now a professional but he left two of the family on the other side of the dividing line, "T. and C." The pair started from scratch and after a hard final heat finished first and fourth respectively. J. L. Cullen slipped in for second and A. F. Carver for third. The time was 2:13 $\frac{3}{4}$.

It was intended to have a mile handicap for professionals, but the New York contingent failed to appear, so E. L. Collins, D. Connolly, J. B. Coffey, A. W. McDonald and Patsy Logan lined up. A heat race was substituted, the quintet riding a quarter, half and one mile, the positions in each heat being scored on the point plan. The heats were well contested, but little Coffey, who was transferred to the professional ranks of acknowledged cash chasers at the annual picnic of the National Cycling Association, displayed the best judgment and speed and won out with 11 points. Logan came in second with 8 digits and McDonald third with 7. Connolly, who also rode his first race as a professional, finished fourth with 3 points. The summaries:

Twenty-five mile motor-paced race—Robert J. Walthour, first; W. Thomas Hall, second; Menus Bedell, third. Time, 37:00 $\frac{3}{4}$.

One mile handicap, amateur—T. Connolly, first; J. L. Cullen, second; A. F. Carver, third; C. Connolly, fourth. Time, 2:13 $\frac{3}{4}$.

Professional point race—J. B. Coffey, first, 11 points; Patsy Logan, second, 8 points; A. W. McDonald, third, 7 points; D. Connolly, fourth, 3 points.

Butler to Stay in Cologne.

Nathaniel Hawthorne Butler, the elongated Cambridge professional, who has been making good following pace on the other side, will remain in Europe all summer. Butler will ride at Leipsig, April 22, At Breslin, April 29, and at Cologne, May 6, remaining at the latter place the remainder of the season.

End of Charles River Track.

Cambridge's famous Charles River Park track will soon be no more, though as far as bicycle racing is concerned the oval has been practically dead for some time. Advances from Boston state that the entire Charles River Park has been sold to a company which will develop it for manufacturing purposes.

TO REWAKEN ST. LOUIS

"Old Guard" Helping the Movement—Even Bob Holm Puts in an Appearance.

St. Louis, Mo., once such an active cycling center, is in a fair way of being awakened, temporary organization of the St. Louis Cycle Club having been effected at a meeting on Saturday last at which a number of the "old guard" was present. W. M. Butler was chosen temporary chairman, and George Lang, Jr., temporary secretary. Lang, H. G. Wolzendorf and A. J. Schmidt were appointed a committee to draft a constitution and by-laws, which will be submitted next Saturday when permanent organization will be effected.

A feature of the gathering was the unexpected appearance of Robert Holm, once L. A. W. chief consul of Missouri, and one of the big cycling figures in the West, and whom it was supposed had been lost to cycling. He addressed the meeting. He recounted the ups and downs of bicycling in the city of St. Louis, and how parallel were the conditions now to the period just before the advent of the safety bicycle, and that undoubtedly a time had again come, when the bicycle would again be in the ascendancy as a means of recreation. He recalled a prophecy that he had made when the bicycle became a fad of society, stating how much sooner it caused him to feel at that time, and that society had never yet taken up a sport but that it killed it, so to speak. In conclusion he stated that events had taken such a turn, that he could scarcely entertain any hope of actively riding the bicycle, but that he was with the wheelmen in heart and in spirit. He was promptly reminded, however, that there was nothing to prevent him from taking dinner with the members occasionally.

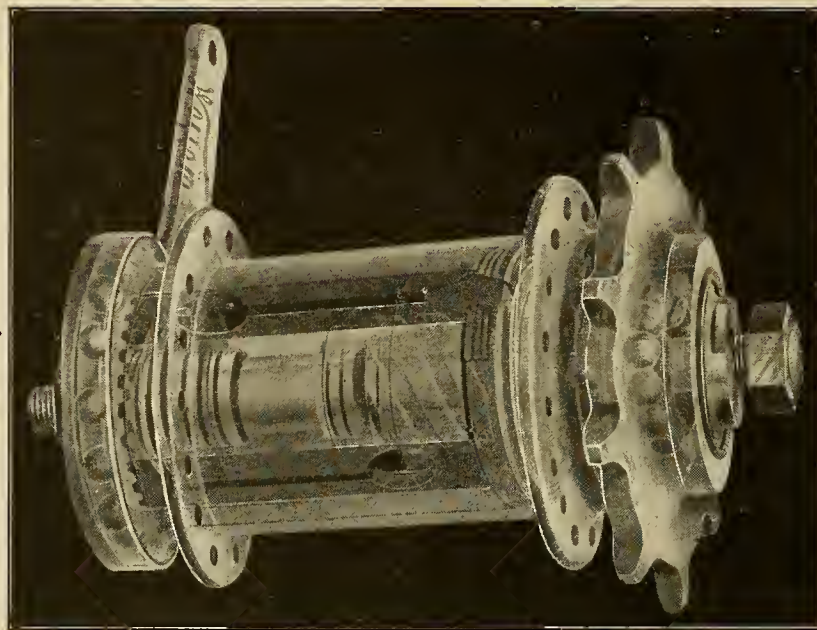
Frelinghuysen Bill is Passed.

The New Jersey legislature finally has passed the Frelinghuysen bill and the governor has affixed his signature, thereby making it a law. It will not, however, become effective until July 1st next. Before it was passed by the House, the bill was considerably amended, but as it has not yet been printed in its final form, it is known that the provisions effecting motorcycles were altered in any way. There is no reason to believe, however, that this is the case.

Chairman Kelsey Becomes a New Yorker.

The executive office of the Board of Control of the National Cycling Association has been moved from Boston to New York City. The chairman, R. F. Kelsey, has taken up his abode in the Metropolis, being now located in the Flatiron building.

THE PLEASURES OF THE MORROW



NEVER WERE GREATER
THAN THEY ARE
TODAY.

And today's the day to set about obtaining the pleasures. The Morrow could not have so long held the premier position if it were not possessed of surpassing merit.

ECLIPSE MACHINE CO., - Elmira, N. Y.

SAMUELSON IS BACK

**Emits a Loud Eruption of Strong Talk—
Claims was Punished Without Hearing.**

William E. Samuelson has arrived in Salt Lake City. Ordinarily this would not provoke any comment, but as the Provo rider brought back with him an unjustifiable amount of braggadocio instead of returning in a prodigal-like and penitent mien, it would appear that what he needs is a week's marooning in an alfalfa patch and two or three long, deep draughts of Salt Lake's pure ozone to bring him back to the full realization that he is still living and under the shadow of disgrace.

It will be remembered that at the beginning of the summer's racing season in Australia, Samuelson packed up bag and baggage and took passage for the Land of the Kangaroo, without even bidding his dearest friend, Walter "Bridget" Bardgett, a tender farewell. Previous to that, it is claimed, and the charge evidently was justified, as subsequently developed, Samuelson participated in a match race in Denver against W. W. Hamilton, the erstwhile unpaced "king," that was considered a fake. For this he was indefinitely suspended at the annual meeting of the National Cycling Association, the charge being "reprehensible conduct."

This same Samuelson is a pretty fair bicycle rider and undoubtedly a drawing card at the Salt Palace saucer, and in view of this, his suspension for one year would have taken some of the interest out of the game in the Mormon village. Consequently the N. C. A. was lenient and as one of its officials told the *Bicycling World* man: "Samuelson will probably be kept out of the first two or three meets in Salt Lake, and if he behaves himself, will be allowed to ride thereafter." He has not behaved himself according to the standards of good etiquette as set down in authoritative text books.

Samuelson, as stated, arrived in Salt Lake City last week and, flushed with the tan of a summer in the antipodes—it couldn't have been else, for his conquest there was not a triumphant one—he immediately issued a manifesto as to what he would do and what he would not allow the National Cycling Association to do to him—the latter "could" not give him a "whitewashing," most certainly not. He, "Billy Samuelson, the Pride of Provo," would not submit to the dictates, not he. The N. C. A. must kowtow to him.

If a Salt Lake paper is to be believed, Samuelson, when asked about his suspension by the National Cycling Association said:

"From what I heard in Australia, I expected it. A letter was written to the Australian authorities about it, but they said they would not pay any attention to the dictates of the N. C. A., and I could

ride there as long as I wanted to." Which brings up another interesting point.

"I wish to say that I have not been treated fairly in this matter," continued Samuelson in the accredited interview. "The N. C. A. has suspended me without even giving me a hearing, which I do not think is fair. The charges against me are wrong, and I can easily prove it if given a chance. I was not given this chance and I do not propose to stand for any fines or anything of the sort. If I am to ride at the saucer track I must be given a free bill, and that at once. If not, I will go to work and cut out racing this season. I will not start to train for the season's racing unless I am given assurance that I can ride. You can say for me that I think there is a whole lot of spite work in the whole business, and that I am fully able to look out for my own interests, which I intend to do. R-e-m-e-m-b-e-r, no whitewashing for me; a clean bill, or Sammy don't ride."

With Samuelson arrived W. Pedlar Palmer, the Australian, who has ridden at Salt Lake before and who was a starter in the New York six-day race two years ago. According to latest reports, Floyd McFarland already is on the boat bound for San Francisco and will reach Salt Lake City about May 24th, in time for the opening meet on May 30th.

Judging by the present outlook, Salt Lake will have almost everything in the line of professional riders. Those who are already in the land of hierarchs and temples are Walter Bardgett, Hardy Downing, Iver Lawson, Iver Redman, C. P. Redman, Norman Hopper, Cyrus Hollister, J. E. Wilcox, Emil Agraz, E. E. Smith. Among those who have signed to go there are W. S. Fenn, Joe Fogler, W. T. Mitten, Ben Munroe and about half a dozen other lesser lights. Where the East will secure its "flyers" is a question not yet apparent. The Salt Palace saucer has been resurfaced with 1¼-inch Oregon fir and as the new boards have been laid over the old surface—the track will undoubtedly be much faster and stronger.

Motorcycle an Irvington-Millburn Prize.

The veteran, William R. Pitman, has received permission to leave home on May 30th, long enough to again referee the famous Irvington-Millburn road race on that date. The race committee is hard at work getting together the prizes for this time-honored contest. A motorcycle will be offered for the first place-prize. Although it is more than a month distant nineteen prizes already have been secured, among them three bicycles, tires, lamps, coaster brakes, and so on.

The Brower Wheelmen have moved from 117 Greenwich avenue to their new club-rooms at 98 Greenwich avenue. The New York club will make a special effort to be represented in all the races this year.

McFARLAND PAID FEES

But not Until Court Compelled him to do so—Why the Litigation.

That it is not easy for an American to win a law suit in Australia, even if his case is fairly strong, Floyd McFarland now knows. As has been told in the *Bicycling World*, the chief reason for McFarland's sojourn there after Lawson had left was that he had a law suit on his hands. When he and Lawson went to draw their winnings after the Austral meet, the secretary of the Melbourne Bicycle Club withheld a portion of their winnings to pay for their entrance and acceptance fees, not only for the races in which they started, but for those in which they did not start. McFarland determined to stay and fight the case in the courts. The case was recently called and decided in favor of the defendant, Robert McCullah, secretary of the Melbourne club.

It was not disputed that the plaintiff, McFarland had won the amount mentioned in the claim, but the counsel for the defendants claimed that they were entitled to deduct from the 45 pounds 15 shillings the sum of 3 pounds 17 shillings 6 pence for entrance and acceptance fees. The evidence showed that McFarland had always competed at Melbourne and this was the first time that he had been asked to pay entrance fees instead of promoters had paid him money to compete. Such seems to be the case for in a letter to the *Bicycling World* a man who is thoroughly conversant with Australian racing affairs says:

"Behind the scenes it is known that the reason the Secretary of the Melbourne Bicycle Club would not remit the entry fees to either Lawson or McFarland was because neither of these men would be bound by the contract of the club. It really was a personal matter with the secretary who thought he could do as he liked with any of the racing men, and he did not like being bested by the Americans, who withdrew before the Austral meeting was finished, much to the disappointment of the public, who did not turn up in such large numbers as was anticipated at the final of the big race. The meeting was not a success—hence the bitterness and paltry cheeseparing policy of the club, which has a backing of \$60,000."

Be this as it may, the judge who heard the case gave McFarland judgment for £41 17s. 6d., having deducted the amount claimed by the club for entrance fees. McFarland had to pay the costs.

Salt Lake City's annual 25 mile Decoration Day road race is now a certainty, as the Salt Lake and Ogden Railway Co. have promised to send an observation train along the course, so the spectators can follow the riders throughout the race. Four or five bicycles already are on the prize list.

Stray Book Told Wholesome Story.

A small account book picked up in a street in Toronto, recently showed a systematic record of the number of times its owner got ahead of the street railway company and it also preaches a powerful sermon. The blank pages of the book are ruled off in ledger form and each account headed with the name of a street car route in Toronto. For instance there was "Church Street" with a debit on the left hand side and a credit on the right. Bloor and McCaul" the same, and so on over the entire system. Evidently when the owner of the book paid a fare he charged it up against the car line he patronized, and whenever he saved a fare he credited himself with five cents.

At first glance it might appear that the owner of this account book was in the habit of dodging the conductor's box, but this was not the case. The fact is the fares were saved by riding a bicycle instead of paying the street car company for comings and goings and the fares were contributed on rainy days when wheeling was unpleasant. On August 6th, 1905, he made an entry against "Bloor and McCaul" as follows: "One fare—last of quarter's worth of tickets bought June 2nd." The total of fares unpaid amounted to nearly thirty dollars in seven months.

C. R. C. A. to Begin Racing May 20.

The Long Island division of the Century Road Club Association will open its racing season with its annual fifteen mile handicap road race which this year will take place on May 20. The start and finish will be from West's Hotel, Valley Stream, L. I., and the limit men will be pushed off their marks promptly at one o'clock. There will be fifteen place prizes and five time prizes, each class being headed by an Elgin gold watch. Entries may be sent to the secretary of the racing committee, Emil Greenbaum, 1745 Broadway, Brooklyn, N. Y.

Bicycles as Aids to "Pony Playing."

Since the war between the New York Jockey Club and the poolrooms has been raging, a system of "bicycle express" has been employed to get news of the finishes of the horse races to the poolrooms. The antics of half a dozen cyclists who have kept a continual sprint between the Acqueduct race track and the telephone station at Ozone Park mystified the police until a few days ago, when it was discovered what was the couriers' mission.

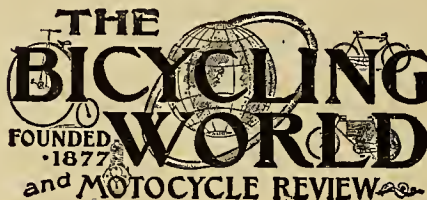
Castle and a Championship Meet.

Gus Castle, of Atlanta, Ga., one of the Southern representatives of the National Cycling Association, is arranging for what is termed a big championship meet to be held at the iPedmont track on July 4. The races will include Atlanta, Georgia and Southern championships and will be held under sanction of the governing body.

THE ANNUAL

Spring Number

—OF—



Will bear date

MAY 5TH.

As usual, this issue will

ILLUSTRATE

and

REVIEW

all the leading bicycles, motorcycles and sundries, and will contain a wealth of other illustrations and matter of the sort calculated

**TO INDUCE "THOSE TO RIDE
WHO NEVER RODE BEFORE,
AND THOSE WHO RIDE
TO RIDE THE MORE."**

If there is anyone in your community whom you would like to charge or recharge with cycling interest and enthusiasm send us their names and addresses.

Fogler also to go West.

Last week it was W. S. Fenn who had signed up for the season at Salt Lake City and now another rider who has been a familiar figure upon the Eastern tracks is said to be going to leave on the "seventeen after six"—that's "skiddoo" in track lore—train, so he will get there in time to pay his tithes before conference closes. He is Joseph Fogler, from across the bridge. Fogler is one of those wise "Brooklyn born, bred and hope-I-may-die-there" kind. He was the one who scoffed at the idea of accepting Manager Chapman's one-way ticket, when asked if he would do so, and made fun of "all those other 'guys' who were so poor they had to knuckle down to track promoters."

The idea that he, "Joseph Fogler, part winner of the six-day race," would accept such an offer was preposterous. Besides, he was learning to be a real automobile chauffeur. Be that as it may, Fogler has accepted John Chapman's one-way ticket ("the price of the same to be deducted from your winnings") offer, according to the Salt Lake Tribune. The issue of Tuesday says that "word was received Monday by Manager Chapman of the Salt Palace saucer track, that Joe Fogler . . . of Brooklyn, N. Y., . . . had signed the contract sent to him and would start for Zion immediately."

Good Going on Texas Track.

Although accounts of them are meagre, three bicycle races formed a part of the program of the automobile race meet at Houston, Texas, on Wednesday of last week, 11th inst. The events were held on the Harrisburg driving track, a half mile dirt circuit. Some good times were made. James Rockwell was the "star" of the occasion, winning every event, while Christopher Neilson came in second in each. It is not stated how many starters there were. In the two mile event Rockwell finished first in 6:26 $\frac{3}{4}$.

Neilson was second. The finish in the half mile race was exciting, Rockwell leading Nielson across the tape by only a half-wheel's length. Time, 1:26 $\frac{3}{4}$. Better time was made in the other half-mile event, Rockwell winning out in 1:18. Neilson's time was 1:18 $\frac{3}{4}$.

Daytons Select their Directors.

Members of the Dayton (Ohio) Bicycle Club held their annual election of directors last week and the following were selected: Edward E. Burkhardt, Wood Patton, E. C. Baird, R. G. Corwin, Orrin Jones, J. Finke, Harry J. Chancellor, J. B. Parmelee and Thomas McGee. The directors will organize within several weeks.

Three bicycle races, with prizes aggregating \$75, will be included among the other sports to be held at Augusta, Ga., during the May flower festival.

STRONG FOR FREE ALCOHOL

One Branch of Congress Gives Bill Big Boost—What it Means to Motorcyclists.

After having been thrashed out pro and con by Congress over a period of two months or more in the course of what is said to be one of the most exhaustive hearings of the kind held, the bill exempting industrial alcohol from taxation when denatured, emerged from the Ways and Means Committee and was passed by the House on Monday last, by a vote which plainly showed that that august body was only "going through the motions" in doing so. The opposition that had fought the bill so vigorously in committee had long since transferred its attention "higher up," so that the vote of 224 yeas to 7 nays, does not mean that the bill has equally favorable chances on the floor of the Senate. It is slated for another course of hearings before the Committee on Finance of the latter body, beginning with next Tuesday, and if the endless discussion on the rate bill does not fill out the remainder of the session is considered to have a good chance of becoming a law.

Its ultimate passage means more to the motorcyclist than is apparent at first glance, for it is not as generally known as it might be that alcohol as a fuel for the motor ranks almost on a par with gasoline and in many respects is superior. Its use in this role is nothing new or novel, for of the 75,000,000 gallons that are annually distilled in Germany from potatoes and beet sugar refuse more than half is said to be consumed in small stationary engines. Chief among its advantages are the fact that it is far from being as inflammable and it does not generate an explosive mixture in a room or similar enclosed place, as gasoline does; an alcohol fire is readily extinguished with water, and at last, but not least, it is free from offensive odor.

As the very word itself indicates, denatured alcohol has been deprived of its original character or nature as alcohol in that it is no longer fit for drinking. In brief, the process merely consists of poisoning the alcohol or rendering it so offensive that there is little likelihood of its being consumed as a beverage. This is usually accomplished by the addition of a certain percentage of such substances as benzol, wood alcohol, pyridine, which is a vile smelling bone oil, benzine or something similar, the list of denaturants given by the Germans being a lengthy one, although benzol and wood alcohol are probably the most common. But where the spirit is to be used for motor fuel, methyl or wood alcohol should not be used as the latter corrodes metal and burns on the valves in a hard crystalline deposit.

The ordinary gasoline motor will operate on alcohol with practically the same

facility as it will with the former fuel, although owing to the somewhat different characteristics of the substance, it has been found that an engine designed to give higher compression and having a longer stroke is necessary to obtain the greatest degree of efficiency. But to all intents and purposes the motor bicycle engine will run without much apparent difference on either fuel, once started. As alcohol is not as volatile as gasoline it is not possible to start to start the motor on it with the same facility, but once warm it will consume it as readily. This is well worth knowing for at a pinch a pint or two of alcohol may be the means of getting home when gasoline happens to be a commodity beyond price for the simple reason that there is none to be had within walking or riding distance.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Powers Must Pay Brady \$21,000.

William A. Brady, the promoter, at last has won his suit for \$21,000 against Patrick T. Powers and the late James C. Kennedy, which has been dragging through the courts for years. The judgment which was given some time ago was confirmed by the Appellate division of the Supreme Court.

Brady sued the late Kennedy and Powers in 1901 for an accounting, claiming that he had been frozen out of the partnership said to exist between the plaintiff, the defendants and another man well known in cycling circles, which was formed to hold six-day bicycle races in Madison Square Garden, New York City. Brady got judgment in the Supreme Court for \$21,000.

Kennedy and Powers appealed, giving a bond, and the opinion of the Appellate division last week ordered that the settlement be made on notice. It is quite likely that Promoter Powers will take the case to the Court of Appeals.

WHAT THE AMERICANS WON

Fared Fairly Well During Their Stay in Australia—Germans get "Leavings."

With the arrival of the Australian papers comes the news of what the American cyclists who are there, or rather, who were there, had done up to February 28th, when the mail closed. At that time Iver Lawson and W. E. Samuelson, who now are in this country, and Floyd McFarland, en route to America, were familiar figures on the tracks there. Although the Americans did well, their success was not as great as attended them upon their invasion last season. Up to February 28th, Lawson had scored 12 firsts and 1 third, his winnings amounting to \$1,040, while his team mate, McFarland, had secured the same number of firsts with the addition of 12 seconds and 5 thirds, his pocket being enriched to the extent of \$1,000. Samuelson has finished first only 3 times, while he got 5 seconds and 2 thirds. His prizes totaled about \$260. Even at that the Americans did better than the two continental cracks—Walter Rutt and Henri Mayer—who had been imported for the express purpose of trouncing the Americans. Mayer bagged 6 firsts, 5 seconds and 4 thirds, winning \$615, and his compatriot was considered fortunate in getting 7 firsts, 7 seconds and 4 thirds, and with it \$640.

One of the principal events of the year was the Prospect-Sale road race, in the Gippsland district, an open event of 27 miles, in which more than a hundred riders started, including McFarland, R. W. Morgan and R. Arnst on scratch. The road for eight miles was excellent, when followed eleven miles of fair to middling surface, much better than was anticipated. Punctures were numerous, as many of the riders used light track tires, and several sand patches brought grief to many. "Long Mac" was quite out of his element, but Morgan rode wonderfully well and gained rapidly on the long markers and would have been placed had not a puncture brought him down near the finish. Arnst also punctured.

Punctures proved to be McFarland's Waterloo at the Adelaide carnival—February 10 to March 3. The first event in which the Americans rode was the one mile blue ribbon on February 10. G. R. Morgan showed the way over the tape by a narrow margin to McFarland in the first heat. The time was 2:00½. In the second, S. Gordon beat W. E. Samuelson, the time being 2:06½. Henri Mayer, the German, finished first in the third heat and two local riders qualified in the fourth. Both Americans appear to have been lost in the shuffle of the final heat, the victory going to Mayer, in 2 minutes 7 seconds. Australians won second and third places.

Rutt was the only one of the foreigners

to qualify for the final heat of the classic Adelaide wheel race at two miles. McFarland was shut out by a blown tire. Rutt won the final heat with ease.

In the Mayer stakes, the preliminaries of which were run on Feb. 10th and the final on Feb. 17th, the American visitors showed up well. The trial heats were at a half-mile. Walter Rutt captured the first in 55 seconds and W. E. Samuelson finished second in the next. Floyd McFarland won the third heat and two natives were placed in the fourth. The final, at five miles, went to Samuelson, who beat out Rutt and McFarland by half a wheel's length. The time was 59 $\frac{1}{4}$ seconds. The five mile scratch on the same day was captured by A. J. Clark, McFarland suffering the misfortune of another puncture.

The old man of the track had his innings on the last day of the carnival when he won the chief event in brilliant form. The first was for the Rutt stakes—one-quarter mile. Rutt and Clark qualified in the first heat and Mayer and Morgan were placed in the second. Gordon and Nesbitt were up in the third and McFarland and Brook in the fourth. Rutt took the final with Gordon and Brook second and third, respectively. The time was 28 $\frac{3}{4}$. The half-mile international championship was the one in which the elongated Californian squared up accounts. "Long Mac" won the first heat in 58 seconds, and Mayer qualified in the third and Rutt in the fourth. The finish of the final saw McFarland make a brilliant sprint and cross a hairsbreadth ahead of Mayer. Rutt was only half a wheel's length behind. Time, 0:58 $\frac{3}{4}$.

At the North Melbourne carnival on Feb. 29, McFarland attempted to lower the mile record of 1 minute 17 seconds, held by Beauchamp. The American was paced by Bearspark, but was unable to erase the figures, his time for the distance being 1:44. McFarland appeared in a five mile scratch race and showed the spectators that the old man has still a little of the old-time energy left in his pedalic apertainties. McFarland laid well in the rear until the last lap when he began to unwind. He won out after a pretty sprint against A. J. Clark and S. E. Gordon. The time was 11:18 $\frac{3}{4}$.

Motorcycles for Fire Chiefs.

It has become more or less common for chiefs of fire departments to adopt the automobile as a means of getting about and there are also automobile fire engines galore in this country, but the motor bicycle has still to receive the attention it deserves in this connection. Germany has set the precedent, many chiefs of fire brigades in the smaller towns using a motorcycle or tri-car for getting to the place they are most needed at a time when seconds count, and there is nothing that fills the bill so effectively and so economically as a motorcycle. It is always ready for duty.

CUE FOR CLUB CAPTAINS

Sturmey Tells how he Kept His Men Together and Drew them out.

In the conduct of club runs, not a little depends upon the generalship of the captain and his ability to gauge the powers of the average of the riders, to say nothing of his willingness to cater to the majority; where that may be possible without "tuckering" out any of the laggards and discouraging them at the outset of the season from further continuance in what may be made the most interesting and beneficial form of cycling. Henry Sturmey, the veteran British rider, tells in *Cycling* of a plan which he evolved for securing harmonious effect in club runs, and how it worked out to his entire satisfaction.

"One of the special aims of a club captain should be to keep his men together throughout the season," he says, "and to encourage as large a number as possible to turn out for the weekly runs. Of course, it depends a good deal upon the particular class of man to which the majority of the members of the club belongs as to what will be the best way to keep the men together. A club composed almost entirely of budding speed merchants will not gain anything by pottering runs; and, whatever the destination of a club may be, the ride there and back will be more or less of a scorch the whole way; but club runs conducted on these lines will not be of much value in bringing on new men. * * *"

"Some years ago I was the captain of my club, and I noticed that quite a number of men turned up at the first run or two, but rarely put in an appearance afterwards, so I put my thinking cap on to locate the cause, and I traced it to this: We were accustomed to set the pace fairly fast (not exceptionally fast, for we were not essentially a fast-riding club, but still, faster than the majority of riders we met upon the road travelled at—say 12 to 15 miles per hour); and it was this pace which knocked out the new hands and the men for whom it was just a little bit too fast to be comfortable. This was more particularly the case in regard to the opening run and the earlier runs of the season. Some half-dozen of us were regular all-the-year-round riders, and we were very nearly as fit in March as we had been in September, whilst the bulk of the rest—as in the majority of clubs—had put their machines away for the winter, with the natural result that they were as flabby as possible, and that many of them, although they had regularly taken part without distress in the autumn runs of the previous season, were fairly played out in the first 10 miles, the net result being that they did not repeat the experiment, but went off for rides in smaller parties 'on their own,' as the

club did not benefit by their company. I therefore hit upon a scheme which worked splendidly, and the experience may be useful to those club officers who are looking forward to a good season.

"I got a rule carried for the next season that no member should pass the captain without permission. Then, when the opening run came, I set the pace by what I judged to be that of the slowest member. It was not more than eight or nine miles an hour, and, of course, to those who could ride much faster was pretty much of a crawl. For the first mile or two the faster men complained, and quaint jokes went round as to the snail-like procession; but I held my way without increase of speed, and by the time seven or eight miles had been covered I found that many of those who had been so sarcastic were not travelling any easier than they cared for. Within four or five miles of our destination we got on a piece of good square road, just the thing for fast riding; then I told the crowd that those who wanted to go faster could go ahead and order tea. For the benefit of the slower members I kept the same pace going as before. Very nearly two-thirds of the men left the slower detachment at once, but, seeing that it was a matter of four or five miles only instead of fifteen, the men who could 'go' put in a good bit hotter work than they would have done earlier in the run, and a pretty little dust-up ensued. It was not long before they were all out of sight in a bunch around the next corner, but before a mile had been traversed we began to pick them up again, in ones and twos, until we had all but three or four with us, quite content with the pace we were travelling at when we got to our destination.

"Upon the return journey the same tactics were pursued, and in subsequent runs I made a point of keeping the pace down, but increased it slightly each run, and the result was that a number of men who had in previous seasons been 'first runners' developed into regular attenders at the club functions, and the club runs were productive of very much more general enjoyment for them all. The slower men knew that they would not be 'run out' and 'left,' or forced to overtire themselves if they joined in the club run; and the faster ones knew that they would get a good chance to stretch their legs. It was a bit of self-sacrifice on my part at first to ride so slowly, and eventually it quite got me out of fast riding, but that was a detail I didn't mind, as I was 'out' to pull the club together. It certainly had a wonderfully improving effect upon the club attendances."

Following is the schedule of events that the Long Island division of the Century Road Club Association proposes to hold during the season: May 20, fifteen mile handicap, open; June 3, century run; July 4, Long Island Derby, twenty-five miles; Aug. 26, record run; Sept. 23, twenty mile handicap, open.

F. A. M. REVISED RACING RULES

Several Changes of Moment Made—Districts may now Obtain National Championships.

The revised competition rules of the Federation of American Motorcyclists made their appearance this week and testify that Chairman Douglas and his colleagues of the Competition Committee have given their duties ripened thought. As a whole, they do not differ radically from the former rules but substitution in several places of "may" for "shall" and vice versa have made them fairer and stronger as the case may be, and as the American Automobile Association, the National Cycling Association and the Amateur Athletic Union have all "signed up" to respect and enforce any penalties meted out by the F. A. M., the application of the regulations means infinitely more than it meant before.

In the revision, the fees for sanction were broadened and now stand at \$2 for each day for events to which admission fees are charged, \$1 per day for motorcycle events at a "mixed" meeting, and 50 cents for a contest or contests in which gate receipts are not a factor. The rule regarding those to whom sanctions may be denied has been made to include not only promoters, but track owners and lessees. The registration fee for contestants has been reduced from \$2 to 50 cents, the F. A. M. membership card being, as before, sufficient registration for F. A. M. members.

All reference to the so-called "standard" races, i. e., those limited to 110 pound machines, and requiring that at least two of them be included in all race-meet programs, has been eliminated. But that international weight limit has been retained, of course, as the basis of records and championships. The same number of championships, five, are retained, viz.: one, two, five and ten miles and one hour, but instead of requiring that all be run at the national meet, the new rules say that only the mile event and at least one other must be decided at that function. One each of the remaining championships may be allotted to such F. A. M. Districts as may apply for them.

The full text of the new rules is as follows:

SANCTIONS.

ARTICLE I.

Section 1. Any person, association or club (hereinafter referred to as the promoter) desiring to hold a contest or contests under the rules of the Federation of American Motorcyclists, other than a contest limited solely to the amateur members of a local club, shall first obtain a sanction from the chairman of the competition committee. Infraction of this rule may be deemed sufficient cause for perpetually disbaring the offending promoter from obtaining a

sanction from the competition committee.

Sec. 2. The application for such sanction shall be made to the chairman of the competition committee, and shall be accompanied by a fee of \$2 for each day such contest or contests may continue, or \$1 per day if the motorcycle events, not exceeding two in number, form a part of a program with other sports to which an admission fee is to be charged, or 50 cents if no admission fee is to be charged. Such application shall state the name and address of the promoter, the character of the contest or contests, the date desired, the course to be used and the amount of entry fee. It shall also specifically state whether a match race or a race for a stake, wager or gate receipts is to be run, and if so, it shall give the names of the intending participants in such race.

Sec. 3. If the event is to be run on the road the committee may require evidence of the permission of the proper legal authorities.

Sec. 4. After a sanction shall have been granted no change shall be made in any of the details required to be set forth in the application for same save by permission of a member of the competition committee.

Sec. 5. Sanction may be refused or suspension be meted out to any promoter or track owner or lessee who may transgress the rules of the Federation of American Motorcyclists, or who may permit another to transgress them at a meeting under his management or on his property.

Sec. 6. The competition committee may refuse a sanction without assigning a reason for such refusal.

ARTICLE II.

ENTRIES.

Section 1. On receipt of a sanction the promoter shall prepare an entry blank, which shall contain the following details:

Name and address of rider.....
F. A. M. membership No.....or
F. A. M. Registration No.....
Date of Expiration.....
Name of Bicycle.....
Name of Motor.....
Stroke and bore.....
Weight of machine.....
Rated horsepower.....
Belt or chain drive.....
Single or double cylinder.....
Weight of rider.....
Best time for one mile.....; five miles
.....; ten miles.....
When and where did you last compete.....

.....
Is it strictly a stock motor—i. e., has stroke or bore been enlarged or compression been altered in any way?.....
(This question is to be answered only in case of handicap events or for races restricted to stock or road machines, or of certain horsepower.) Penalty for incorrect or misleading replies or omissions, one year's suspension; for competing under a false name, suspension for life.

This entry blank shall bear on its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists."

Sec. 2. Promoters shall exact payment in advance of all entry fees, or suffer any loss that may accrue from failure so to do.

Sec. 3. No entry shall be accepted unless all the details required to be set forth in the entry blank are complied with; the acceptance of an entry under other conditions shall be sufficient reason for the refusal of a subsequent sanction to the offending promoter.

Sec. 4. The programme shall bear upon its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists," and shall set forth the distance of each race, description of prizes and their value, a copy of the rule relative to the classification of motorcyclists for competition, the manner of starting, a list of the names of the officials strictly in accordance with the rules relating to same, and a list of the entrants and their numbers.

Sec. 5. Promoters may programme any character of race not conflicting with these rules. It shall be the duty of promoters to furnish means for verifying weights of machines.

Sec. 6. Within one week after the conclusion of a contest or race meet promoters shall file with the chairman of the competition committee two copies of the programme, which shall give the names of all starters and the positions of the prize winners.

ARTICLE III.

REGISTRATION.

Sec. 1. No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be an enrolled member in good standing, or in lieu thereof shall have been duly registered annually by the competition committee, to whom application, accompanied by a fee of 50 cents, shall be made, and who shall issue to all such applicants as are not disqualified by these rules a numbered registration certificate.

Sec. 2. Any rider who may have not registered with the F. A. M. may be permitted to compete by paying the amount of registration fee to the promoter and obtaining dated receipt therefor, but any prize he may win shall be withheld until such rider shall have been duly registered by the competition committee.

ARTICLE IV.

CLASSIFICATION OF COMPETITORS.

Section 1. Two classes of competitors shall be recognized—amateurs and professionals.

Sec. 2. An amateur shall be construed to be a man who has not, since January 1, 1905, competed in any sport against a professional or for cash, whether in the form of prizes, wagers, gate receipts or "appearance money"; who has not sold or otherwise realized pecuniary benefit from a prize, and

who does not engage in competition as a means, or partial means, of livelihood.

Sec. 3. A professional shall be construed to be a rider who competes for cash, or has competed for cash or accepts other monetary consideration, or who engages in competition as a means, or partial means, of livelihood.

ARTICLE V.

MACHINES ELIGIBLE.

Section 1. No motorcycle exceeding 5 horsepower shall be permitted to be used in any contest sanctioned by the F. A. M., nor shall any motor bicycle exceeding a weight of 110 pounds be permitted to be used in any trial or race to establish a record or records.

Sec. 2. The referee shall have absolute power to prohibit the use of any machine which he considers unsafe, unsuitable or of improper construction to start in any event.

ARTICLE VI.

STARTS.

Section 1. All track contests shall be run with the left hand of the rider toward the rail.

Sec. 2. Starts may be either standing or flying. Due notice of the method must be given to the programme, but in the event of failure to state the method a standing start shall prevail.

Sec. 3. All standing starts shall be from a push-off, and the pusher-off shall not over-step the foul line, which shall be placed twenty feet from the starting tape, and there shall be no recall or restart—save by agreement in match races—after all contestants shall have passed the said foul line. In handicap races there shall be no recall or restart. But when in any race any rider, in the judgment of the referee, may have suffered failure to properly start through no fault of his own or of his machine or pusher-off, he may be permitted to start (1) in a succeeding heat, or (2) in the final, if a heat or final remains to be decided.

ARTICLE VII.

PASSING COMPETITORS.

Section 1. It shall be the duty of the leading rider to hold the inside as nearly as may be practicable. A contestant overtaking and passing another must pass him on the outside, unless the rider in front shall be so far from the inside as to render it safe to pass on the inside. After having passed to the front a competitor shall not take the inside or cross in front of the competitor passed, unless a lead of a full length has been established, under penalty of disqualification.

Sec. 2. In road contests the overtaking rider should give proper signal by bell or horn.

ARTICLE VIII.

CHANGES OF MACHINE.

Section 1. In track races a rider may resort to pedalling at any time, and unless otherwise stipulated, may change his mount during the course of a contest; provided, however, that any such remount, in the

case of a handicap event, shall not be of less approximate weight nor exceed the rated power of the machine which the contestant concerned shall have entered to ride. Any competitor making such change shall immediately after finishing, and without dismounting, report to the referee in order that his remount may be inspected and approved. Failure to so report and to obtain such approval may be deemed cause for disqualification.

Sec. 2. A competitor who leaves the track or road for any cause must, if he desires to continue the contest, start at the point from which he withdrew. A competitor who leaves the track or road, or is unable to continue, in a contest run in heats, shall not be allowed to compete in a subsequent heat of the same contest.

ARTICLE IX.

PRIZES.

Section 1. Any amateur may apply to the competition committee for permission to effect an exchange of a prize or prizes, and at the discretion of the committee such permission may be granted, but no such exchange shall carry with it household utensils or any article of wearing apparel, nor shall these articles be permitted to be offered as prizes.

Sec. 2. Any amateur may be at any time required to produce his prizes by the competition committee, or satisfactorily to account for them, and each of them.

Sec. 3. Promoters or referees may require any entrant to submit proof of his identity, or may withhold any prize or prizes pending submission of such proof.

ARTICLE X.

PENALTIES.

Section 1. The act of competing at an unsanctioned contest shall disqualify without further action of the competition committee, and such disqualification shall remain in effect until removed by formal action of the competition committee.

Sec. 2. No amateur, under charges or suspension, shall be permitted to compete as a professional without first having obtained the consent of the competition committee; and no amateur shall compete as such and later at the same meeting as a professional: A transgression of this rule shall carry with it suspension for six months.

Sec. 3. For ungentlemanly conduct or wilful infraction of these rules the referee may suspend any contestant for the remainder of any meeting, and may require that any offender or any offensive attendant be removed from the grounds.

Sec. 4. For competing under a false name, or for abetting or engaging in a contest in which the result is "fixed" or prearranged, suspension shall be permanent and without appeal, and no offenders shall be again permitted to compete in any contest, or to serve in any capacity whatsoever.

Sec. 5. No person shall be allowed to compete who has been debarred from com-

petition in events over which the ruling body of any other nation has jurisdiction.

Sec. 6. Punishment shall be meted out by the chairman, whose action shall be subject to the majority vote of the competition committee, but for a first offense no suspensor not otherwise provided for shall be for a lesser period than thirty days, or for a second offense, of the same nature for less than one year, and there shall be no appeal therefrom. No suspension of any nature shall be removed until any prizes won by reason of infraction of these rules shall have been returned by the offender.

ARTICLE XI.

REINSTATEMENTS.

Section 1. No professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting, and no application shall be considered from any rider under suspension or charges.

Sec. 2. For good and sufficient reasons any rider under suspension and not otherwise disqualified by these rules, may be reinstated by a majority vote of the competition committee.

ARTICLE XII.

PROTESTS.

Section 1. Protests respecting the weight, power or other qualifications of a machine shall be made to the referee in writing during the hours of the race meet or contest, and must be accompanied by a fee of \$2. If it be not possible for the referee to make such examination as will permit the protest to be at once decided, the rider and machine affected may be permitted to compete under protest, and any prize he may win shall be withheld pending the decision of such protest by the competition committee, to which it shall be referred with the protest fee, which will be returned to the protestant if the protest be sustained. Any appeal from the decision of the referee respecting the enforcement of these rules shall be accompanied by a fee of \$5.00.

ARTICLE XIII.

CHAMPIONSHIPS.

Section 1. Five national championships, and no others, shall be decided annually, viz.: One mile, two miles, five miles, ten miles, and one hour, respectively, the mile and at least one other of such championships to be decided at the national meet. One each of the others may be apportioned to such districts as may apply for them after the announcement of the annual meet. All shall be limited to machines not weighing in excess of 110 pounds.

Sec. 2. Each district may, on application to the competition committee, be authorized to conduct district or State championships at similar distances, or of like duration.

ARTICLE XIV.

RECORDS.

Section 1. No record shall be accepted or recognized which is made on any motor bicycle weighing in excess of 110 pounds, which weight shall not include fuel, lubri-

cants or source of electrical energy (battery or magneto).

Sec. 2. But two classes of records shall be recognized—those made from a standing start and those made with a moving start, against time and in competition, respectively.

Sec. 3. All record trials not made at an open racemeet shall be first sanctioned by the competition committee, and such trials shall be timed by not less than three timers for track trials, or four timers for straight-away trials, who, with the referee and three judges, shall certify to the correctness of time and distance, such certificates to be forwarded to the competition committee. If required, a surveyor's certificate also shall be supplied.

Sec. 4. If any record shall have been apparently broken at any meeting or in any contest, or any claims therefor shall be then made, the referee shall at once require that the machine employed be weighed in his presence or in the presence of a disinterested and accredited representative.

Sec. 5. The competition committee reserves the right to designate any or all of the officials at such trials, or the referee of any race meeting.

ARTICLE XV.

HANDICAPPERS.

Section 1. The members representing the competition committee in each respective district may designate a handicapper or handicappers, and may approve or reject the person selected by a promoter. Such approval shall be secured not less than ten days in advance of any contest.

ARTICLE XVI.

COMPETITORS' ATTIRE.

Section 1. No contestant shall be permitted to compete who is not properly attired. Long trousers, without leggings, shall not be considered suitable attire.

OFFICIALS.

ARTICLE XVII.

Section 1. The principal officer of a meeting shall be a referee, whose duty it shall be to exercise general supervision over the affairs of the meeting and to act as the representative of the competition commit-

tee. He shall, if necessary, assign the judges, timers, umpires, clerk of the course and starter to their respective positions and instruct them as to the rules. He shall receive all protests and render decisions thereon, subject to appeal to the competition committee. It shall be his duty to enforce the rules and make a full report to the chairman of the competition committee of transgressions thereof, either by promoters, contestants or officials.

Sec. 2. There shall be three judges, whose positions shall be on or at the edge of the track, two at one end and one at the opposite end of the tape. The numbers of the placed men shall be taken, one by each of the three judges respectively. The decision of the judges as to the order of finishing shall be final. Finishes shall be determined by the instant of contact of the tire of the front wheel with the tape.

Sec. 3. There shall be three timekeepers, whose sole duty it shall be to accurately calculate, report and record the elapsed time of placed contestants. In the event of disagreement of the watches, two agreeing, their time shall be official. Should all the watches disagree, the middle time shall be official. In a time handicap the time shall be taken from the start of the scratch contestant.

Sec. 4. It shall be the duty of the starter, after he has been advised by the clerk of the course that the contestants are ready, to ascertain that the timers are ready and then give the signal to start by firing a pistol. He shall have absolute control of the competitors from the time they are reported by the clerk of the course until the start has taken place. In the event of a flying start the starter alone shall have the power to decide what is a fair start and may use a flag instead of a pistol as a signal to the contestants to start, having previously warned the timers of his intention to do so.

Sec. 5. The clerk of the course shall be provided with the names and numbers of all entrants, and for handicap races, with a transcript of names and numbers and horsepower of the machines to be used by them, which it shall be his duty to verify after the men are placed on the starting

marks. It shall be his duty to notify contestants to appear at the starting point in time for each event in which they are entered, and to properly position them on their starting marks.

Sec. 6. There shall be two or more umpires, whose duty it shall be to take positions assigned them by the referee, to note carefully the progress of the contest, and be prepared to report upon claims of unfair riding by contestants.

Sec. 7. No persons other than the officials, contestants and one assistant for each contestant shall be allowed upon the track. Contestants and attendants must leave the track as soon as the event in which they are engaged has ended. The stands are for the use of the referee and timers. No other person shall be permitted therein.

ARTICLE XVIII.

ENDURANCE AND OTHER CONTESTS.

Section 1. No event of less than 250 miles shall be recognized as an endurance or reliability contest.

Sec. 2. In all endurance, reliability, regularity, economy, non-stop and similar contests, mufflers must be employed and the rate of speed be based on the legal limits in effect.

Sec. 3. No change of mounts shall be permitted in the course of such contests and the entire course must be completed by the rider's own engine or muscular effort.

HILL CLIMBING CONTESTS.

ARTICLE XIX.

Section 1. No contestant shall be permitted to compete who weighs less than 120 pounds. All who may be of less weight must carry sufficient "ballast" to bring them to that weight, in order that they may compete.

Sec. 2. No change of mounts shall be permitted in the course of such contests.

ARTICLE XX.

RULINGS UNPROVIDED FOR.

Section 1. The competition committee may make any ruling unprovided for in these rules, and such ruling, when promulgated, shall be considered binding and in effect.



PERSONS SADDLES



are never found on "jobbing crocks," or mail order bicycles or anything else which tends to injure cycling or the cycle trade. You all know why.

PERSONS SADDLES ARE MADE IN BUT ONE QUALITY.

PERSONS MFG. CO.,

= = =

Worcester, Mass.

How the Bicyclists were Buncoed.

A good story is a good story, no matter what its origin, and as a matter of fact, the question of veracity and the real names of the participants seldom comes up for consideration in any narrative which is really worth telling. Hence the following cycling adventure, which is alleged to have actually happened by a veracious correspondent from over the sea, may be taken at par value, and it may be allowed that it might have occurred at any rate:

"It concerns two Yorkshire cyclists who were on an expedition of speed. Charging through a zig-zag village not a hundred miles from Skipton, they rounded a sudden corner, and one dashed into the middle of a brass band in full blast. He came into collision with a big brass instrument, one of those with coils of tubing around the player's trunk and the ventilator of an ocean liner protruding yawnfully over his shoulder. The cyclist was not actually unhorse, and discreetly rode off at full speed.

"Stopping at a wayside well to straighten his twisted handle-bar, there overtook them a breathless bucolic on a bicycle, who bade them return, and pointed out the futility of further flight as the police had wired forward. Sadly the fugitives returned and held parley with the player of the bulged bombardon. Two pounds was first suggested as the probable cost of correcting the kinks, but as the cyclists pleaded pov-

erty the bass brass man offered to settle the matter for ten shillings cash down; and the cyclist said he would take a day to think about it, and gave up his card. It happened that the annual athletic sports and gala of that village were in progress—hence the music. The cyclists, wandering in, found a bellman announcing a scratch bicycle race 'just about to begin'—five laps to the mile, threepence entry fee, late entries accepted. They competed, and the wrecker of brazen instruments came in an easy first, the second man being the local champion, on whom much money had been laid, and who protested that the winner had fouled him. He abjectly apologized, however, on a threat of legal proceedings for slander, and the gatekeeper was instructed to hand over ten shillings of his takings to the winner as the first prize.

"To pay this over to the mournful musician and get a written discharge from all further liability, witnessed by the local policemen, was a short job, and the cyclists, covered with glory and smiling the sweet smiles of restitution and absolution, retired into private life."

The following officers have been nominated for offices in the Carbondale (Pa.) Cycling Club and as there is no opposition, will probably be elected at the annual meeting in May: President, Robert McMillan; vice-president, Albert H. Crane; secretary, Isaac Singer, and treasurer, A. E. Waters.

Yellow Dog and Gasolene.

Because a small yellow dog—not the insurance variety, just the common garden type of homeless canine—happened to be passing, and was offered a drink of gasolene by a motorcyclist who stopped to replenish the wheel's tank, a bright scribe for a more or less yellow daily, accuses the animal of having contracted a gasolene jag and starting forth on a rampage on that account. "Deceived by the color of the liquid, the dog lapped up several mouthfuls before realizing the difference, and the last seen of the creature it was barking down the street like a motorcycle just getting under way," says the wielder of the imaginative pen. The fact remains that the animal did run amuck and bite several persons, but the "accident" is one that only a State commission could do justice to in recording.

Club Jury for Motorcyclists.

The new Rochester (N. Y.) Motorcycle Club has undertaken to lend its assistance to the suppression of scorching, open mufflers and like evils. One section of its by-laws provides that charges preferred against any member of the club of misusing his machine so as to endanger the safety of the public will be tried by a committee composed of club members and if found guilty, be suspended from membership for at least six months.

HONEST NOW

Can you point to any other bicycle in your rack, Mr. Dealer, excepting

THE RACYCLE

and tell your customers that it not only pushes with greater ease, but
is the Largest Selling High Grade Bicycle in the U. S. ?

Of course you can't.

There is but one RACYCLE, and it's made by

THE MIAMI CYCLE & MFG. CO.,

MIDDLETOWN, OHIO.

HENRY DE RUDDER, General Agent for Holland and Belgium, Gand.

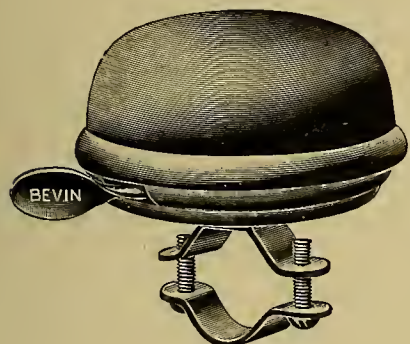
E. SANCHEZ RUIZ & CIA., General Agent for Mexico, Pueblo.

R. SUMI & CO., General Agent for Japan, Osaka.

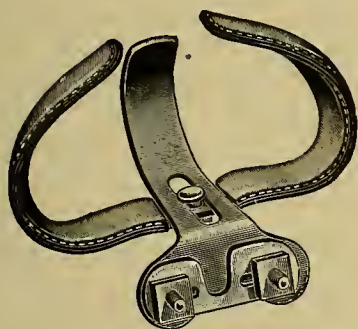
F. M. JONES, 1013 Ninth St., Sacramento, Calif., Sole Pacific Coast Representative.

THE "Good Old Standbys"

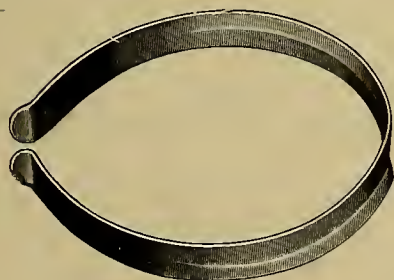
BEVIN Bells



BEVIN Toe Clips



BEVIN Trouser Guards



Prices as Interesting as ever.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

The Week's Patents.

816,990. Sparking Igniter for Gasolene-Engines. John C. McLachlan, Toronto, Canada. Filed Oct. 31, 1904. Serial No. 230,871.

Claim.—1. In an electric igniter, the combination with the movable electrode having the actuating-arm adapted to have free movement in one way, of the sparker-bar provided with a contacting end adapted to engage with the arm, the crank-wheel suitably driven and connected to the sparker-bar, a supplemental sleeve through which the sparker-bar extends provided with a guiding-bracket, a bearing-block located in the guiding-bracket and provided with an upwardly extending stem projecting through the top of the same, a spring between the bearing block and the upper end of the bracket, a pin extending between the bearing-block and the sleeve and means for supporting the pin as and for the purpose specified.

817,066. Pneumatic Tire. Sidney Hunter, St. Louis, Mo. Filed Sept. 21, 1905. Serial No. 279,435.

Claim.—A pneumatic tire comprising an inner rubber section, an outer rubber section, and an intermediate section composed of an outer metal sheath encircling the inner section and embracing the outer portion of its peripheral surface, elastic extensions secured to the edges of the sheath, and suitable lacing for uniting the extensions and drawing them tightly about the inner section, substantially as set forth.

817,104. Igniter for Internal Combustion Engines. Arthur R. Curtis, Golden Colo. Filed Apr. 10, 1905. Serial No. 254,866.

Claim.—1. In an igniting device for explosive or internal-combustion engines, the combination of two electrodes, one stationary and the other movable, the movable electrode consisting of a plunger, connections for passing the electric current through the electrodes when they are in contact, a weak spring acting on one electrode to normally separate the electrodes, and an electrode-actuating lever, a second spring mounted on the lever and through which the latter acts to close the electrodes, the last-named spring also acting on the lever to effect a separation of the electrodes and simultaneously reacting on an electrode to hold the two electrodes in contact until the instant of separation.

817,538. Compound Air-Pump. Howard Wixon, Chicago, Ill. Filed July 1, 1904. Serial No. 214,920.

Claim.—1. A compound pump comprising an outer, low pressure cylinder having an internal packing at its end, a high-pressure cylinder working through said packing and having an external piston working in said outer cylinder, a piston carried by said outer cylinder and working within said inner, high-pressure cylinder, said cylinders being in unobstructed communication at a point between said pistons, substantially as described.

817,555. Speed Indicator. Robert Hartmann-Kempf, Frankfurt-on-the-Main, Germany, assignor to The Firm of Hartmann & Braun A. G., Frankfurt-on-the-Main, Germany. Filed June 27, 1905. Serial No. 276,243.

Claim.—1. In a speed indicator the combination of a graduated scale, means for producing a continuous magnetic field, resonant bodies of magnetic material situated in said field and turned to correspond with said scale, and means for displacing the lines of force of said field for the pur-

IN THE HISTORIES

of cycling and of motoring
there never was anything
the

Leadership

of which was so

Pronounced

as that of
the

INDIAN



"There's a reason," or rather a number of them, for such a remarkable situation. Our catalogue deals with them. Its free for the asking.

HENDEE MFG. CO..
Springfield, Mass.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—Marsh Motorcycle 1905, almost new, \$110.00. Indian 1905, \$125.00. Rambler 1904, new, \$150.00. Rambler 1904, \$125.00. Complete stock of Indian and Rambler parts in stock. Home trainers to hire. **TIGER CYCLE WORKS CO.**, 782 Eighth Avenue, New York.

FOR SALE—Indian Motorcycle, 1905 model, fine order, \$125.00. Full line parts for Indians and Thor type machines, expert repairing, power equipped shop. Supplies of all kinds for motorcyclists. **F. B. WIDMAYER MOTORCYCLISTS' SUPPLY HOUSE**, 2312 Broadway, New York.

FOR SALE—One 2-cylinder Indian, like new, \$250; one 1905 Indian with heavy spokes, \$150; Tandem attachment, \$10; Reading Standard Racer, like new, \$160; Rambler Motorcycle, new, \$150; Indian Motorcycle in good condition, \$125. **F. A. BAKER & CO.**, 1080-1082 Bedford Avenue, Brooklyn; 20 Warren St., New York.

FOR SALE—New Columbia Motorcycle, \$150; Other makes at very low prices. Home Trainer, built for racing, strictly accurate, 8 laps to mile, rigged with electric lights, best home trainer, ever built, \$150. Fine Triplet, like new, \$40. **PARK CYCLE CO.**, 47 So. Washington Sq., New York City.

FOR SALE—1904 Armac Motorcycle, first-class condition, \$85; 1904 Merkel, new enamel, nickel and tires, \$110; 1905 Manson, new sprockets and chains, \$125; 1904 Indian, just overhauled at factory, \$145; 1905 Indian, can do a mile in 1.20 or better, \$150. **GARDNER ENGINEERING CO.**, 472 Carroll Ave., Chicago, Ill.

WANTED—Foreman for Bicycle and Automobile Chain factory. State experience. Permanent position for right party. Address **UNION MANUFACTURING & SPECIALTY CO.**, 820 Mutual Life Building, Buffalo, N. Y.

FOR SALE—Indian Motorcycles, 1904 model, in good condition, \$90; 1905, \$130; 1905, \$150; can also make immediate deliveries of 1906 models. Full stock of Indian parts always on hand. Expert repairing. **PIEPER & CONNOR**, 1201-1203 Bedford avenue, Brooklyn, N. Y.

FOR SALE—Large bicycle, sporting goods, tent and glove business in town of 12,000 population, where bicycles are ridden every day in the year. Finest streets and country roads in the world. New modern store, 37x100 ft., 3 years lease. Established 8 years, doing \$30,000 cash business a year. Stock will invoice about, \$7,500; can reduce quickly. Have Pierce, National, Ariel, Hibbard and many other bicycle agencies, also Maxwell automobile. A No. 1 repairshop. Owner has other interests which need his time and attention. Address **RIVER-IDE CYCLE AND SPORTING GOODS CO.**, Riverside, California.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN ROLLER CHAIN

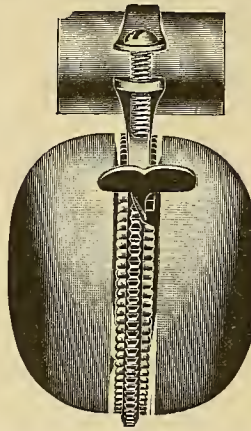


**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING**

The only chain having **Frictionless
Rocker Joints**. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

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STARR BELLS

Our 1906 line of
Bicycle Bells is now
ready. We have
added several new
styles, and it will
pay you to write us
before placing your
contract.

**The Starr Bros.
Bell Company**
Easthampton, Conn.



For testing dry cells, use the
Eldredge Battery Ammeter
0 to 30 Amperes
Indicates in either direction of current.
Price \$3.50, delivered.
Eldredge Electric Mfg. Co.
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Dept. M. Springfield, Mass.

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BICYCLES

AND

SUNDRIES

Prices Right.

146 North 4th Street, Philadelphia, Pa.

BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,

45-47 Fulton Street, Chicago.

Write for terms.

valve positioned upon said casing and normally closing said outlet, and a primer for moving said valve.

816,889. Flexible Tire. Albert V. Stichen, Gand, Belgium. Filed Dec. 16, 1904. Serial No. 237,118.

Claim.—1. A non-inflated tire comprising a cover, a lining for said cover, resilient or spring means for placing said cover under tension, said lining having annular pockets therein and elastically-extensible material contained in said pockets and arranged to be put under tension by said resilient or spring means.

pose of imparting periodic magnetic impulses to said resonant bodies.

817,632. Sprocket Wheel. James M. Dodge, Philadelphia, Pa. Filed May 23, 1898. Serial No. 681,467.

Claim.—1. The combination in a sprocket-wheel having a series of V-shaped teeth all lying in the same plane, with an open-link chain arranged to pass around said wheel, the teeth of the wheel extending into the open links of the chain and the transverse members of the chain bearing against the teeth, substantially as described.

817,668. Tire. John C. Raymond, New York, N. Y. Filed June 9, 1905. Serial No. 264,428.

Claim.—1. The combination substantially as herein described, of the rim, the rim-plate thereon, and provided at one edge with an upturned flange and having its opposite edge unobstructed, the base-plate adapted to slip over said unobstructed edge and having its inner edge unobstructed and its outer edge provided with an upturned flange, the tire-frame having threaded openings for the securing-screws and provided at its outer edges with the outwardly-projecting intumed flanges for securing the cushion, and with the inwardly-projecting intumed flanges for engagement with the casing-ribs, said tire-frame being also provided with the central circumferential web having the outwardly-projecting flanges opposing the inwardly-projecting flanges at the outer edges of said frame, the casing provided along its edges with the circumferential ribs undercut for engagement with the outer intumed flanges of the tire-casing, and fitting in the circumferential undercut channels formed by said outer inwardly-turned flanges and the opposing web-flanges of the tire-frame, the cushion held to and extending around the outer side of the tire-frame, the inner tube within the casing and bearing against the outer side of the cushion, and the screws passed through the rim-plate and tire-plate and connected with the tire-frame, substantially and for the purposes set forth.

THE WILSON TRADING CO.

TIRES

121 Chambers Street, NEW YORK

AUTOMOBILE

AND

BICYCLE SUPPLIES

Send for 1906 Catalogue.

THE KELSEY CO., Buffalo, N. Y.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, April 28, 1906

No. 5

MORROW TURNS TO MOTORCYCLES

Leaves Coaster Brakes to Take up new Interests—Means Enlargement of Reliance.

A. P. Morrow, the man responsible for the famous coaster brake that bears his name, has severed his connection with the producers of it, the Eclipse Machine Co., Elmira, N. Y. He has resigned the office of superintendent, which he held since the company was organized, and is "going into" the manufacture of motorcycles.

For some time he has been deeply interested in this growing department of the industry, and becoming impressed with its future he has invested considerable capital in the Reliance Motorcycle Company which shortly is to be removed from Addison, N. Y., to Elmira, where it will be established in a much larger factory and where the business will be conducted on a much more extensive scale than heretofore. It is Mr. Morrow's intention to devote his personal attention to the Reliance interests.

He only recently returned from a tour of Europe in the Eclipse interests, which is understood to have had to do with coaster brake patents. It is said that he so fully accomplished the object of his mission that he feels free to retire from the old company and take up with the newer one.

Although a Morrow is thus lost to the Eclipse Machine Co., a Morrow still remains to supervise and direct the production of the well-known coaster brake. He is J. E. Morrow, the son of his father, who has been appointed acting superintendent. He has been in the employ of the company for many years, of late practically as his father's first lieutenant. He, therefore, "knows his book" and is also bringing a deal of vigor to his enlarged responsibilities.

It goes without saying that the Morrow coaster brake will be kept up to the highest possible standard, and that there will be no let up in the prosecution of either its production or sale.

Makers' Meeting of Great Importance.

The meeting of the Cycle Manufacturers' Association in Buffalo, on Tuesday next,

May 2d, is not unlikely to mark a turning point in the trade. Not only is it probable that there will be some understanding reached respecting the equipment of the different models of both agency bicycles and the jobbing goods, but the list of jobbers is likely to be considerably unheaved.

More than this, however, the joint committee of the C. M. A. and the Cycle Parts and Accessories Association, which has to do with the vital matter of publicity, will render its report. Since the previous meeting, the committee has canvassed the entire manufacturing trade and the absolute pledges of support in real dollars and cents that it has received is such as to no longer leave room for doubt that there will be "something doing" of interest and assistance to all concerned with bicycles.

Solar Locates its Eastern Factory.

R. H. Welles, treasurer of the Badger Brass Mfg. Co., Kenosha, Wis., who has been in New York for the past ten days seeking a desirable location for the Solar lamp plant, which the company has decided to establish in the East, has achieved that object. He has completed the lease of large quarters in the David Williams building, Eleventh avenue, near Thirty-seventh street, New York, which will be at once equipped for the intended purpose.

Rhode Says Reading's all Right.

Neff H. I'ode, who, for fourteen years, has been engaged in the retail cycle business in Reading, Pa., is quoted as saying that this spring has been the best one for a long term of years. On Saturday last he sold 14 bicycles and already has disposed of more women's machines than during all of last season, while in the Rhode repair department four men are being kept constantly busy.

Foyer to Make Bicycles and Go-Carts.

The Foyer Mfg. Co., Sturgis, Mich., is the style of a new concern that has been incorporated to manufacture bicycles and go-carts. The company has an authorized capital stock of \$150,000, of which amount \$100,000 has been subscribed, \$1,393.92 being paid in cash and \$98,606.08 in property.

SAN FRANCISCO HEARD FROM

Fire Obliterated Cycle Trade, but Fresh Stocks are Being Ordered.

Although ten days have elapsed since San Francisco practically fell a prey to earthquake and fire, comparatively few of those who have cycle trade connections in the unfortunate city have received advices save of the most meagre nature.

As the Bicycling World of last week stated, as nearly all of the cycling establishments were located in the district which felt the first heavy quake, and over which the flames first swept, there is small prospect that any of them escaped obliteration. However, the first definite intimation to that effect reached the East on Tuesday last. It came in the form of the following telegram from J. T. Leavitt & Co.:

"Completely destroyed. Have forty thousand dollars to the good, but cannot get at it. Will you consign carload of bicycles?"

The reply was characteristic of the sympathy that has gone out to the stricken city ever since the blow fell:

"You can have all you want. Send specifications."

The Persons Mfg. Co. is one other of the few that have heard from their San Francisco representatives, Bryte, Coates & Campbell. The latter's advices came in the shape of a letter and states that not only was their loss complete, but adds that all other jobbers in San Francisco were also wiped out. Their letter, however, evinces the same resolution as that disclosed by Leavitt & Company's telegram. They wrote that they had opened temporary quarters in Oakland and expected to be doing business in San Francisco on Monday next, and urged, therefore, that a full line of sample saddles, catalogues, electrotypes, etc., be immediately shipped by express.

Further evidence of the spirit of the people of the Pacific Coast reached the Persons Mfg. Co. in the form of an order from a large house in Sacramento. Three days before the earthquake the Sacramento merchants had sent their order for Persons's goods through Bryte, Coates &

Campbell. Assuming that the disaster would delay its fulfillment, they, the day after the shock, re-ordered direct from the Worcester factory, the new order calling for a much larger shipment than the one originally forwarded through the San Francisco firm.

Among other things received by the Persons Mfg. Co., from San Francisco, was a letter from J. W. Leavitt & Co., postmarked exactly 13 minutes before the time of the quake. It seems likely that the latter was in transit in the mail wagon somewhere between the postoffice and the railway station when the catastrophe occurred.

The George N. Pierce Co. and F. M. Jones, the Racycle's Pacific Coast distributor, were among the few fortunates. Their branches were located in Oakland, across the bay, and therefore escaped injury.

Of the tire makers who maintained branches in San Francisco, the Hartford Rubber Works Co., G & J Tire Co., B. F. Goodrich Co. and Morgan & Wright have been heard from. All convey the same story—the depots and their stocks were totally destroyed. All, however, report that they have opened temporary quarters and have requested that stocks of goods be rushed to them.

Racycle Lands Police Order.

Following its successful bid for the equipment of the Cincinnati Cleaning Department with bicycles, the Miami Cycle & Mfg. Co. has placed another plume in its cap. Through its local representative, the Castle Bicycle Company, it was last week awarded the contract for the equipment of the Atlanta (Ga.) police squad. The contract carries with it an immediate order for forty-five \$50 Racycles, and a prospective order for six more.

Wants New York Dealers to Organize.

Frank B. Widmayer, the well known New York dealer, is endeavoring to interest the retail dealers of Greater New York in the organization of a Dealers' Association.

Widmayer thinks that there are many matters of mutual interest that such an organization might be made to serve, the items of a uniform repair schedule, uniform closing hours and mutual agreement and protection generally being among the objects in view.

The Retail Record.

Reading, Pa.—Robert DeHart, removed to 941 Penn street.

Duluth, Minn.—F. M. Smith, succeeded by Smith & Campbell.

Waterville, Me.—J. M. Blanchard, new store at 151 Main street.

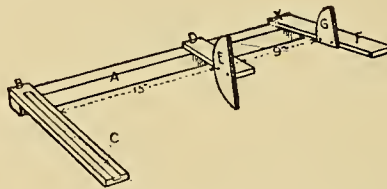
Dexter, Me.—W. E. Haseltine, admitted Olin Warren to partnership; new style, Warren & Haseltine.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Motor World Publishing Co., 154 Nassau Street, New York City. * *

TO TEST THE FORKS

Simple Contrivance that Renders it Possible —How to Make and use it.

Not infrequently there comes into the rider's mind a horrible suspicion that the front forks of his machine are not as true as they might be, as a result of which, he is apt to strain his eyes in sighting them up from various points of view, or waste a certain amount of valuable time in taking the mount to the nearest repair shop to have them tested. As a matter of fact, however, by the use of a comparatively simple contrivance which he can himself build with little or no trouble, he can make an accurate test at any time by simply stripping down the fork. And not simply that, but he can himself set matters right, with-



out the exercise of any particular degree of skill, and without the use of special or expensive tools.

The device shown in the accompanying sketch may be made up according to the following specifications by anyone having a bit of the carpenter's instinct about him, and once made, will last indefinitely, and do good service. It consists, as will be seen, of a piece of hard wood, A, of 1½ inch square section, and about 29 inches long, to which are fastened by means of screws three shorter pieces at right angles. B, the longest of these, should be not over ¾ of an inch in thickness, 3 inches wide, and about 10 inches long. Into it is let a scale which is divided into inches and fractions, for convenience. This may be a section of an old ruler, or a metal rule, set in a slot which has been rabbeted out to make a tight fit. The piece D, is ¾ by 2 inches, and not over 6 inches long, a piece of sheet iron, E, 6 inches or so in length, being screwed to it at the outer end so that its edge will be at right angles to D, and will project slightly beyond it. F is ¾ by ¼ inch in section, and carries at a point some 6 inches from A, a second piece of sheet iron, G, screwed to its edge.

In order to test a fork for truth, it should be placed in this testing rack with its neck resting against the plates E and G, and the ends resting on the sliding scale in B. Then the scale should be moved, one way or the other, until the sides are an equal distance from the centre line. The fork should then be inverted, and the position of the ends on the scale noted as before. If they register as on the first trial, it is safe to say that

they are perfectly true, but if they do not, one or both of them should be sprung until they register at a point half way between the old and new marks. Afterwards, they should be reversed again, and tried as before, slightly sprung, if necessary, and the process repeated until they are perfectly correct in their setting. While testing them, the crown should rest firmly against the plate E, and it should be noted that the ends themselves are at right angles to the scale. If they are not, they may be twisted with a wrench until they come into the correct position.

By using a contrivance of this description whenever the machine is apart, and trying the forks whenever there is the least suspicion that all is not as it should be with them, it will be possible not simply to correct any unimportant springing which may occur as the result of a spill, but to discover in time any weakness which if not brought to light in proper season might result in disaster to the rider.

Protecting the Inner Tube.

It did not take the professional tire repairer long to see the fallacy of attempting to put a bandage around the shoe of a damaged tire, in order to run home on it, and two or three years ago when the market first began to be flooded with tire bandages, and "first aid to the injured" appliances of various types intended to be laced around the wound, one of the fraternity pointed out to a customer the reason therefor:

"If the cut happens to be a bad one and these things are only designed to take care of bad cuts in the shoe," he said, "there is nothing to prevent the inner tube from bulging up into the cut and being twisted by the bandage, no matter how tightly it happens to be laced on. If those things were only made to be put around the inner tube, there would be no trouble for the tube could not blow through the hole at all."

It has remained for the British Palmer Tire Co. to take advantage of this piece of sage advice, though late in the day, by bringing out the Palmer "air tube protector" which is nothing more or less than the old time tire bandage designed to be used on the inner tube instead of the shoe. The latter having suffered a bad cut which would otherwise permit the air tube to bulge out through the hole and make it impossible to drive on the tire, one of these protectors is slipped over either the repaired inner tube or a spare, immediately under the cut, and as it is made of strong fabric, it will effectually prevent any tendency to bulge at the usual riding pressure. The protectors cover the tube for about 12 inches and as the pressure holds them tightly in place there is no necessity for cementing them on, so that the same one may be used a number of times. The makers claim that the tire can be ridden 200 to 300 miles, if necessary, before making a permanent repair.

THE WAY WEBER DOES IT

Instructive Example Set by Western Dealer
—Publicity of the Proper Sort.

Aggressiveness, as well as progressiveness, is the secret of prosperity in the carrying out of any retail business enterprise. The dealer must have what the people want, in order to sell to them, but he must also go out after them if he expects to do business in a telling way, and go hard and fast and persistently. Especially is this true of the bicycle business to-day, and more than ever before is it true that the man who has the will, and the taste to put behind it, can earn a just and well merited reward for his efforts. When it comes to a question of method, it is generally conceded that a system of circularization and "following up," properly attended to, will invariably have the desired effect. Unfortunately, however, many a man is at a loss to know how to state his cause when it comes to the time for action.

A striking example of the effective way in which this can be done, however, as well as an illustration of the wealth of material which may be drawn upon in choosing the subject matter, is found in some of the printed matter which has been worked out by Dealer Weber, of Sioux Falls, South Dakota, who carries an extensive line of cycles in connection with his sales and repair business there.

"A few reasons why you should ride a bicycle," is the way one of his circulars is headed, and the reasons, which follow, are couched in racy, convincing terms, which cannot fail to set the reader thinking, no matter what may have been his previous attitude toward the bicycle. He says:

"The first and strongest reason is for your health. It is impossible to enjoy good health unless you have plenty of exercise, and exercise in the open air is a great deal better than indoor exercise. You can't live five minutes without air, this shows the importance of air; increase your breathing capacity and you increase your health.

"The bicycle gives you out-door exercise and it increases your breathing capacity. This no sensible person denies, therefore it increases your health. Now, although all agree on the value of fresh air, some people do not think exercise necessary, but it is a fact that you cannot develop your muscles or your brain unless you exercise them.

"The bicycle is economical and useful. It saves time. You can live in the suburb and save rent.

"Bicycle riding for pleasure is coming back into popular favor again, and no wonder, for what else will take you away from the dusty, dirty city, out where the air is pure, where you can get the sweet odor from the fields, away from the every day humdrum life, to a change of scene, as

cheaply and with as healthful results as the bicycle.

"You can get more pleasure and comfort out of a bicycle to-day than you could out of the bicycle years ago. The bicycle of to-day is made for comfort, it runs easier and costs less than the old bicycle did. Although the good old bicycle days, when people rode centuries for pleasure are past, nature with her green fields and shady nooks, with the trees in bloom and odor laden air is still calling for you to come back to her."

But it is not enough, simply to show that riding is healthful and pleasant and beneficial, and meritorious in many ways. The reader's attention, once attracted to the subject, must be lead to some definite conclusion. Along with the stimulated interest and the newly awakened desire to ride, must come a bit of wisdom as to the method of choice, and as much sage and pointed advice as can wisely be infused into the thing without spoiling its effect. Thus, Weber's "follow-up," which also is applicable to those who ride, or at least own wheels already, is introduced by the innocent and attractive heading, "The Outside and Inside."

"The outside is the first thing you see when looking at a bicycle," it says. "The outside of a cheap and a good bicycle appears greatly the same. It's the good quality of material and workmanship under the enamel that counts; this is what makes your wheel run easy and wear long.

"But what do you think of the most when buying a wheel—is it price, the looks, or the quality of workmanship and reputation of the manufacturer who makes the wheel?

"In every part that goes into the wheel there is a difference in cost of from 25 to 100 per cent.; and that is the reason we have \$15 to \$60 bicycles. You know that you can buy a 50 cent watch chain and one for \$5, and that you don't expect the 50 cent chain to look or wear as well as the \$5 chain. You can buy tobacco at 15 cents and \$1 a pound but the quality of the tobacco is not the same. You can buy umbrellas at 50 cents and at \$2 each, but although the shape and number of parts are the same, there is a big difference in quality and workmanship.

"The balls, cones and cups, sprockets, chain and tires are what make your wheel run easy or hard. The quality in a bicycle is mostly a matter of wear. It's the workmanship in turning the balls, cups and cones exactly a true circle, and in having the cups exactly parallel to each other, in having the sprockets cut exactly right, and in having the rear sprocket right in line with the front sprocket; all of this is what makes the cost of the high priced wheel and just what the cheap wheel lacks.

"A week's riding on any good high-grade wheel will convince you of the above facts.

"To further prove the wonderful difference that a smooth surface and a perfect circle make, I will cite a case of an automobile manufacturer who had a certain size motor and who, by having special ma-

chinery made so he could turn out a more perfect circle and a smoother surface increased the horsepower of his motor from 15 horsepower to 39 horsepower, without enlarging the motor; this is history. Therefore I suggest, buy the best bicycle you can afford to buy, and don't think that someone can sell you a \$30 bicycle for \$15. Bicycles bring about what they are worth. If the \$15 bicycle is worth \$30, it would not be sold for \$15. Your common sense will tell you that this is true."

These circulars are adapted to reach such people as may be considered in the light of possible customers, but they can by no means be expected to reach all who might be benefitted by their instruction. The open advertisement, on poster, here comes in for its share in the work. Most posters are given over largely to display, but this particular one contains quite as much meat as do the two circulars. It is headed, "The place to go," which is followed by the advice, "Don't fail to read the paragraph marked No. 4." Paragraph No. 4 says:

"Why not get your little boy or girl that bicycle he or she is longing for. It will give him or her a physical development that will be hard to estimate in dollars and cents.

"What the little folks most need up to about 10 years of age is a lot of exercise and little study, if you would give them a body that will be of use to them in after life.

"The reason that it's generally the brightest in the family that die young is that they are naturally inclined to study, because they have too much brain for their body, and they study when they ought to be out playing and exercising to develop the body."

Over against this, under the bold caption, "Bicycles," stands a good argument for the machine in rational, consistent use. The makes of wheel for which he is agent are listed, and the following bit of wisdom is propounded:

"The high gear has done more to hurt wheeling than anything else. Ride a low gear—there is a reason.

"To enjoy good health one should have plenty of exercise in the open air, for which purpose the bicycle stands supreme."

There is plenty of display about the poster, but not so much that the pith of the subject matter is lost sight of. The thing is striking, and makes even the casual reader remember what is said, and it closes with a pointed statement of the "Weber Way" of doing business, which is: "Not to misrepresent goods; to always do as he agrees; to help the bicycle rider all he can; to sell honest goods at honest prices; to please his customers if he possibly can." Which is a very good way of doing business of any kind.

"It matters not so much what you do as how you do it. If you see another succeeding better than yourself watch him closely and see how he does it."

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an o'd adage."

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

**Comfort
Resiliency**

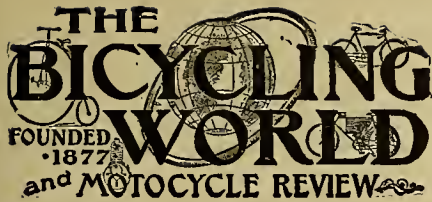
and 45 per cent. Saving in Tire Maintenance are the essentials
of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, APRIL 28, 1906.

Effects of San Francisco's Woe.

What will be the effect of the San Francisco disaster upon the general business of the country is now not unnaturally a matter of no little discussion and considerable speculation. While in certain lines of industry—the building trades in particular—the good results are easy to foresee, there are those who maintain that the drain on the banks of the tens of millions of insurance money that must be paid out will be felt in a more or less uncomfortable manner even in the East.

However this may be, the effect of the calamity on the cycling trade is an item chiefly of unsatisfactory conjecture. The spirit displayed by the disabled wholesalers who have already ordered fresh stocks of bicycles and bicycle goods is an inspiring token, but as their patronage is not restricted to San Francisco, or the immediate country that suffered damage, it hardly constitutes a peg around which argument properly may revolve.

The extent of the losses sustained by the bicycle retailers is not yet known, and whether or no the catastrophe will make for their betterment or otherwise remains

to be seen. Argument can be advanced in support of either point.

The bicycle may be construed to be a luxury, and in the upbuilding of the city it follows that luxuries must be foregone. From this viewpoint, the cycle trade will suffer. If, however, street car lines have been seriously crippled and the crippling will exist for any length of time, the bicycle will become a necessity; and with the great influx of artisans of moderate income it follows that they must be quickly attracted to such an economical and convenient means of locomotion, and that the bicycle business will prosper in such proportions as it has not prospered in recent years.

It goes without saying that the bicycle trade will hope for the existence of the latter state of affairs, but be that as it may the situation will afford interesting conjecture to say the least.

Protecting the Motor Bicycle.

If experience is still the best teacher, the manufacturers and dealers in motorcycles should be able to profit handsomely by the knowledge gained in the production and sale of bicycles. There were errors of omission and commission a-plenty made in the latter department, and the avoiding of them is a subject which should seriously interest those concerned with the power-driven machines.

There is no longer gainsaying that the interest and demand for motorcycles is emphatically and observably upward. They appear to be at last on the verge of their long postponed popularity; and it is at such periods that those who are given to making hay while the sun shines, and do not care with what implements they turn the hay, are attracted to the fields on which the sun shines most brightly.

There is not lacking evidence that this class—those who deal with jobbing crocks, mail order machines and such questionable wares, and who do business on the principle that “there’s a sucker born every minute”—are viewing the motor bicycle with favorable eyes. There are those of them who, as usual, desiring to pose as manufacturers, have sought to have their nameplates placed on motorcycles. It is not known that they have succeeded in attaining this end, but now is the time to guard against it. The day that jobbing motorcycles, or mail order motorcycles, make their appearance will be the beginning of an uncomfortable period for the new branch of the industry. Those

who are concerned in its health should make it their business to seek to circumvent and subdue the evil while it is betraying its first symptoms. It is a work in which the Cycle Manufacturers’ Association might profitably enlist itself.

What Dealers Might Do.

The suggestion of a New York retailer that the time is ripe for dealers to get together again and agree on certain policies of interest to all should not be permitted to go to waste. Now that they are no longer so numerous that they are next door rivals, and that each usually has a well defined sphere of patronage, the getting together and the holding together should be much easier than was once the case. Their interests are common interests, and now that motorcycles are attaining prominence, the matter of mutual protection, and the regulation of hours during which stores shall be kept open, should be easy of agreement, while the adoption of a repair schedule—once as a very popular pastime—is now far more practicable and would serve more purposes than formerly.

There are, indeed, other respects in which dealers in all parts of the country might profitably help the whole business by helping themselves, and at minimum cost. For instance, they might easily combine and engage one or two men to placard the dead walls or suburban fences with ready-made signs which are stenciled on the crate of practically every bicycle they receive. The cost would be a comparative trifle and well worth the effort.

If they would only appreciate the fact, one of the chief ailments that is the matter with business is that people are given small opportunity to see or hear anything about bicycles. If the word “Bicycles,” coupled with whatever name, stares at them from many walls, or trees, or fences, they cannot help seeing; and seeing begets thinking; and thinking begets business.

This is merely one of the very many things that could be done by dealers’ associations and that would serve the interests of every member. But no association will be formed and nothing will be done unless some one dealer, or two or three dealers, issue the call for the meeting that is necessary to bring about discussion and effect an organization of any sort. That is the first step that should be taken.

“There is one right way of doing a thing; and fifty-seven varieties of wrong ways.”

FOUND A SECOND-HAND "FENCE"

Discovery of a Stolen Bicycle Leads to Amazing Disclosures in San Jose.

San Jose, Cal., like most other American cities, is afflicted with that particular brand of shady tradesmen, who, basking under the innocent guise of the so-called "storage," or second-hand business, offers for sale bicycles at prices which are questionably low, considering the values sometimes offered, and always carries in stock a most wonderful assortment of machines, the acquirement of which, considering the present demand for them, and the rather stringent methods used by other dealers in taking up such stock, is nothing short of marvelous. Unlike New York, however, San Jose has been some time "getting wise" to the game, and for many moons, San Joseans have gone on trustingly purchasing almost new mounts at prodigiously low rates and pinned their faith to the blandishments of one or the other of two dealers, of the above mentioned ilk who dealt in such marvelous "bargains," for the benefit of their fellow men.

When, on the morning of April 9, however, Dr. Kenneth C. Park, discovered a bicycle which had been stolen from him some little time previously standing in a rack in front of the Ryland building, he determined to wait for its alleged owner and see what manner of man it might be. After he had been waiting for some time, J. Goldwin Richards, a young business college student, came out of the building and started to ride away. He was detained by Dr. Park, to whom he explained that this was his wheel beyond a doubt. He had bought it some weeks before, and it had been stolen from him, but on seeing it standing in front of the same building later on, he had felt free to appropriate it as being rightfully his own. The two paid a visit to police headquarters, and together with a detective they hunted up the dealer from whom the wheel had been purchased the second time and learned that he had got it of a lad who said he was leaving town. Him, the enterprising dealer had paid the sum of \$1.

Then San Jose woke up. Several other cases of a similar nature were unearthed, and with the aid of a daily paper, it was learned that this dealer and another were in the habit of buying machines from street urchins at rates varying from 50 cents to \$2. in each case, scrupulously taking a bill of sale from the youngsters. In one instance, the dealer in question had bought two different machines, one a man's, the other a ladies' mount from the same lad, a twelve-year-old, who had in each case signed a release written out for him by the dealer himself.

Other local dealers were well aware of

the state of things, it developed, but were unable to gain conclusive evidence, and consequently had been unable to prosecute the offenders. For their own protection, they had made it a practice not to receive wheels unless in direct trade, or in certain cases, from persons who were known to them personally.

When cornered, the scoundrelly dealers assumed an injured air and proclaimed vehemently their right to purchase machines at any price whatsoever, and to sell them again at whatever rate they could command. They invariably took in vouchers of the bill-of-sale order, which, as the lads they virtually employed usually signed with fictitious names, were veritable forgeries. In this way, they were covering themselves, and at the same time placing a premium upon the double crime committed at their instigation by boys, many of them too young to understand the gravity of the offense.

A law exists which requires all transfers of second-hand machines to be reported to the police, but it seems that this had been continually disregarded by the dealers, whether with or without the connivance of the police, remains to be proved. Needless to say, however, since its awakening, San Jose is buying its bicycles with greater discretion than formerly, and the second-hand market has experienced an overwhelming slump.

England Scores at Olympic Games.

As America is not represented in the cycle races which form a part of the classic Olympic games now being held at Athens, Greece, which are occupying the attention of the athletic world, English riders are, perhaps, getting more prizes than they otherwise would have secured. The first of the bicycle races was held on Wednesday of this week in the Stadium. The 20-kilometer race (12½ miles) was won by W. J. Pitt, of the Putney A. C. of England, in 29 minutes, which is much slower than the time usually made by American amateurs. The cable does not tell who finished second. The five-kilometer race was captured by Verri, of Italy, H. Crowther of England, finishing second. The time was not given.

Vailsburg to Open To-morrow.

Cycle racing for the season will be ushered in at the famous, but dilapidated, old Vailsburg board track to-morrow afternoon, Sunday, April 28th. Although Charles B. Bliemecke will manage the meets as heretofore, the sanctions will be made out in the name of the Bay View Wheelmen, of Newark, for diplomatic reasons. The Bay Views have been assured that the police will not interfere with the game, and Sunday race meets are promised for the season. To-morrow the card will comprise a quarter-mile novice, one mile open and five mile handicap for amateurs and two events for professionals.

FIXTURES

April 29—Newark, N. J.—Opening Vailsburg board track; racing every Sunday

May 6—Brooklyn, N. Y.—Brooklyn Motorcycle Club's open century run, Brooklyn to Patchogue and return.

May 6—Jamaica, L. I.—Edgecombe Wheelmen's ten-mile road race on Hoffman boulevard; closed.

May 6—Camden, N. J.—Atlantic Wheelmen's sixty-mile road race to Atlantic City; open.

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 20—Valley Stream, L. I.—Century Road Club Association's fifteen mile handicap road race; open.

May 30—Detroit, Mich.—Detroit Wheelmen's annual twenty-five-mile handicap road race on Belle Island; open.

May 30—Washington Park, N. J.—Bicycle race meet; open.

May 30—Chicago, Ill.—Chicago Motorcycle Club's race meet.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

July 4—Milwaukee, Wisconsin.—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's twenty-mile handicap race; closed.

Big Crowd Attends Motorcyclists' Opening Event.



Substantial evidence of the increased and increasing interest in motorcycling was presented by the New York Motorcycle Club's century run on Sunday last, 22nd inst. The number of entrants, sixty, was just about double the number that entered last year's event, and although the skies threatened rain, 49 of them started. Among

the machines ridden were five two-cylinder Curtisses, one Belgian four-cylinder motor bicycle and two Indian tricars, one occupied by Mr. and Mrs. E. W. Goodwin, the other by T. K. Hastings and a much tickled youngster. Both finished within the time limits. In all, there were 38 of the starters who completed the distance from Bedford

Rest, Brooklyn, to Patchogue and return, exactly 116 miles, within the prescribed limits, not less than six hours, nor more than eight hours. At least three different men are said to have finished first, but as the participants variously started on the return journey from one second to one hour apart "first" really means nothing.

Florida Program that Went Awry.

Instead of the elaborate program of bicycle and motorcycle "championships" that was scheduled for the first day of the Atlantic-Pablo, Fla., beach carnival, it appears that there were not enough entries to occupy a whole day, so Monday, April 19th, was devoted to an aeroplane ascension and the bicycle and motor events, of which there were just three were spread over the following two days.

On Tuesday, just one starter, J. D. Hannon, appeared for the one mile "State bicycle championship," so it was run at the same time as the one mile handicap for motorcycles. Hannon, who rode a Racycle geared to 112, was given 35 seconds start and it was announced that he covered the mile stretch of sand in 1 minute 59 seconds. J. P. Covert, who bestrode a $2\frac{1}{4}$ horsepower Indian tricar, was given 10 seconds handicap over A. Barber, $2\frac{3}{4}$ horsepower Columbia, and Altjen, $1\frac{3}{4}$ Indian. Covert was never headed, but Barber and Altjen fought neck and neck the entire distance, the former winning out. The time was not announced.

On the following afternoon, a one mile handicap in heats was run. C. T. Anderson, of Jacksonville, rode a 3 horsepower machine of his own construction and in the

first heat was given 10 seconds. He won the heat in runaway fashion so the officials moved him back to scratch in the second heat, but even this did not hinder the Jacksonvillian and he won the second heat also. The time for the first heat was 2 minutes and of the second, 1 minute $56\frac{1}{2}$ seconds. J. P. Covert, $2\frac{1}{4}$ horsepower Indian (scratch) finished second in the first heat and Barber $1\frac{3}{4}$ horsepower Indian (0:20) was third. In the second heat this order was reversed, Barber beating Covert. Both were on the 20 second mark while Anderson started scratch in the second heat.

Adee Goes Abroad for Annual Tour.

Second Assistant Secretary of State A. A. Adee, the most consistent cyclist of all the Washington officialdom, has lost none of his consistency. For years Mr. Adee has made his annual vacation take the form of a tour a-wheel abroad and this year is no exception. He sailed from New York on Wednesday last, accompanied by his favorite steed, of course, and after landing at Cherbourg will tour about 2,400 miles in France and Germany. Mr. Adee will be accompanied a part of the distance by Consul and Mrs. Trackera of Berlin, who toured with him last year.

Motor Bicycles Assist San Francisco.

Among the auxiliaries which have played and are playing a part in assisting stricken San Francisco, the motor bicycle has been important enough to be mentioned in the dispatches. In an official report sent by the local manager of the Postal Telegraph Company last Saturday, in which he reported the establishment of temporary offices in various localities, he stated that for the delivery of the messages he had secured the services of several motor bicyclists, and that he hoped thereby to greatly facilitate the work. The importance of this service can readily be appreciated when it is considered that all car lines were at a standstill, and that every vehicle capable of transporting goods was being pressed into service.

What De Finney will Try to do.

An ambitious motorcyclist, C. C. de Finney by name, is about to undertake the self-imposed mission of beating the "world's longest road record ever accomplished on any vehicle." De Finney will attempt to cover 100 miles daily for 365 days, to establish 36,500 miles. This rider's pedigree is not given, but it is stated that he "has set up some sensational performances both in America (sic) and on the continent."

FAST BUNCH AT BROCKTON

Both Long Markers and Scratch Men Provide Close Finishes—Goodrich in Front.

Aubrey Goodrich, riding with a handicap of six minutes, won the 15-mile handicap road race at Brockton, Mass., on Thursday, of last week, 19th inst. Goodrich finished just one second before Merton Sawtelle, and Leslie Lewis, of Worcester, crossed the tape third, one second behind Sawtelle. Both these last named men were also with the six-minute division. Goodrich's time was 42 minutes 43 seconds which, considering the dust, wind and early season, was very good.

With a field of only sixteen starters, many imagined that the contest would be extremely uninteresting, but the contrary was the case, and a well fought race resulted in which the long markers gave the fast bunch on the honor mark all the work they wanted and a little more.

Goodrich, Sawtelle and Lewis were three of a quartette sent off the limit. William Hyatt was the fourth, but he was shaken off the first lap. Charles Kelson, from 2½ minutes, made a great gain on the first lap, pulling away from his bunch and finishing the lap seventh in order. Borden, Brackavelt, Panacy, Conant and Small, all middle mark starters, split up early in the race. The result was that each man was left to shift for himself and the scratch men closed up on them, while the long markers ran away in front. On the first lap, the scratch men, Wyatt, Bussey, Farrell, Helander and Londergan, cut down eighteen seconds of the limit men's lead. Ralph Wyatt and Charles Helander came together on the last leg of the second lap, and both fell. That was the place they and the other scratch men lost sight of each other.

At the start of the last lap the limit men were going well. Goodrich, Sawtelle and Lewis fought every inch of the way down the straight stretch of road and they finished in the order named. It was not long after the finish of this trio and a few of the middle distance men who straggled in later, that four riders could be seen coming down the road kicking up a cloud of dust. One hundred yards from the finish Bussey, who was leading, unwound his sprint, and flashed over the tape a winner by a length; Farrell, the other scratch man with Bussey, followed by Londergan and Brakevelt, finished next, a few inches only separating them. Wyatt and Helander a little way back crossed the tape in a fine finish. The judges declared that they tied, but many of the spectators were of the opinion that Helander had a shade the better of it. Both riders had a narrow escape from collision with a wagon at the finish and there was danger of another collision when Wyatt met Lon-

dergan after the race and accused the Worcester rider of spilling him and Helander. The summary:

Pos.	Rider.	Handicap.	M. S.	Time.
1—	Goodrich, Brockton.....	6:00		42:43
2—	Sawtelle, Brockton.....	6:00		42:44
3—	Lewis, Worcester.....	6:00		42:45
4—	Kelson, Brockton.....	2:30		42:12
5—	Conant, Brockton.....	3:00		42:47
6—	Small, Brockton.....	3:00		42:48
7—	Panacy, Brockton.....	2:30		43:15
8—	Bussey, Brockton.....	scratch		41:14
9—	Farrell Worcester.....	scratch		41:15
10—	Londergan, Worcester	scratch		41:16
11—	Brakevelt, Lawrence.....	2:00		43:18
12—	Borden, Brockton.....	2:30		43:53
13—	Helander, Brockton.....	scratch		41:30
14—	Wyatt, E. Bwter.....	scratch		41:30

Time prize winners—Bussey (scratch), first, 41:14; Farrell (scratch), second, 41:15; Londergan (scratch), third, 41:16.

Camden-Atlantic City Race on May 6.

Efforts of the Strond, Century and Atlantic Wheelmen, of respectively Philadelphia, Pa., Camden, and Atlantic City, N. J., to renew the once-famous Camden-Atlantic City record run, met with such success last year that it has been decided to make it an annual affair as it once was. The date for this year's contest has been set for Sunday, May 6. In 1905 the race was held in October, and it was thought that the lateness of the season and the fact that races in the metropolitan district were in full sway, militated against its success as viewed from a standpoint of entries, as there was only twenty-six starters. For that reason it has been decided to hold the race earlier this year.

The limit men, who will receive the usual two hours' allowance, will be started from City Hall, Haddon avenue, Camden, at 7:30 a. m. sharp and the course will be over the White Horse pike, Waterford road, Egg Harbor road, Absecon-Pleasantville boulevard to Atlantic City. The distance is exactly 60 miles. If it rains on May 6 the race will be postponed one week.

As usual, the prize list will be an attractive one, calculated to draw entries from New York and Northern New Jersey. A Reading Standard heads the list of place prizes and negotiations are under way for several other well known makes of bicycles. The usual assortment of tires, saddles, coaster brakes, watches, cyclometers, lamps etc., make up the other prizes. Entries close with W. R. Stroud, 324 North Broad street, Philadelphia, Pa., May 3.

These officers were elected at the annual meeting of the T. P. & W. Railway Bicycle Club, of Peoria, Ill., at the annual meeting of the organization, held last week: President, R. S. Hay; vice-president, F. W. Crane; secretary, Elmer Juelg; treasurer, Charles Turner; first lieutenant, A. Benson; second lieutenant, E. F. Stock; color bearer, W. E. Robinson; directors, F. C. Misner, P. Sherry, C. D. Bass and W. W. Carroll.

END OF INDOOR SPORT

Hot Work and Big Consolation Race Ends Buffalo Season in the Armory.

With the completion of the three bicycle races that formed by far the most interesting part of the program at the 74th Regiment games in that armory at Buffalo, N. Y., last Saturday night, 21st inst., the indoor bicycle racing season closed for the season. The races were exciting throughout—for that matter, armory races always are.

Probably the best race of the evening was the two mile lap with four trial heats, two to qualify in each for the final. Edward Delling, of the Standard Wheeling Club, was the first to cross the tape in the first heat, followed by J. Gittere of the Ariels. The time was 4:28¾. In the second heat R. S. Lewis and J. M. Tanner fought for the honors, the former beating his opponent by a narrow margin. Time, 4:44¾. H. S. Sykes and R. J. Hoover, qualified in the next heat and Fred Schudt and Charles McCracken were the first pair across the tape in the fourth heat. The time for the third heat was 4:46¾ and of the fourth, 4:47. The last lap of the final heat developed a pretty sprint between Delling and Schudt for first place. The riders kept neck and neck for the greater part of the distance, when Schudt gave an extra dig in his pedals and crossed the line half a wheel ahead. Schudt won the race with 72 points and Delling was second with 46. J. M. Tanner finished third. He had 32 points. The time of the final heat was 4:45¾.

Long markers had everything their own way in the one mile handicap, not one scratch man being able to qualify. The final heat went to J. B. Devine with 70 yards, with D. Hitchcock (75 yards) second and Joseph Barbach (90 yards), third. The time was 2:13¾.

After this a half mile consolation was run, with four heats, the first two riders in each heat qualifying for the final. A. Fischer and John Newland won the first heat in 1 minute 8 seconds and James Dick and Joe Barbach were qualifants in the second heat. Time, 1:08¾. In the third heat C. J. Smith and G. Keiper qualified and R. Souter and J. Schneider finished first and second, respectively, in the fourth. The final heat was captured by Dick after a long and pretty sprint for which he was heartily applauded. A. Fischer finished second and R. Souter, third. The time for the final heat was 1:10. The summaries:

Two mile lap, final heat—Won by Fred Schudt (72 points); Ed. Delling (46 points), second; J. M. Tanner (32 points), third. Time, 4:45¾.

One mile handicap, final heat—Won by J. B. Devine (70 yards); D. Hitchcock (75 yards), second; J. Barbach (90 yards), third. Time, 2:13¾.

Half mile consolation, final heat—Won by James Dick; A. Fischer, second; R. Souter, third. Time, 1:10¾.

KLUCZEK IS ROY'S CHAMPION

It Required Five Heats to Decide Title—
Won by an Eyelash.

Watson J. Kluczek, of East Orange, N. J., is champion of the Roy Wheelmen of New York City for 1906. He won the title last Sunday, 22d inst., in one of the prettiest and closest finishes that has been witnessed in a road race for years. The race was held on Long Island, the start and finish being at Valley Stream, the riders turning at Lynbrook, making a distance of five miles. The composition of the riders in the final heat was made up by those who qualified in trial heats at one mile.

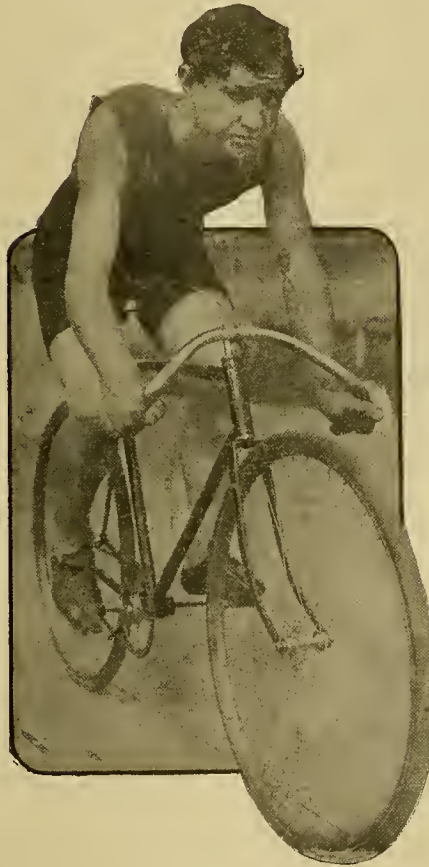
Eight riders contested the first heat. The start was made from the railroad crossing, the riders finishing at West's hotel. A pretty sprint developed at the tape, Watson J. Kluczek winning out by a narrow margin from August Huron. Herbert Williams was a close third. It was quite a surprise to everybody that Marcel Dupuis, the young Frenchman, who has been giving a good account of himself on the home trainer, should fail to qualify. Charles Nerent beat out George Gunzer for first place in the second heat, and Charles Jacobs finished third. Henri Larcheveque, Dupuis's close friend, won the third heat, Emil Wildemuth being a close second and John Wilkins third. Battiste Soubie won the final heat from Maurice Stuyck, Frank L. Valiant coming across the tape third.

With the exception of Soubie, who had a sprained wrist, and Valiant, who was tired, these riders lined up for the final heat at five miles. The ten riders started off with a rush and they had not gone far before Kluczek tried to run away from the bunch, but the bunch was not sleeping, so he dropped back into file again. At the turning point at Lynbrook not one had met with misfortune, Nerent heading the procession with Kluczek bringing up the rear. Soon after leaving Lynbrook, Kluczek, aided by Wilkins, again attempted to steal a march on the others, but after gaining about twenty-five yards was compelled to fall back once more.

Half a mile down the road it could be seen they were going fast. They were all bunched. The sprint started from the top of the hill and when the riders had reached a point twenty yards from the tape Gunzer was leading Kluczek by about half a wheel, but as they flashed over the tape the Orangeman was ahead by less than three inches. Many of the spectators thought it a tie, but three of the judges declared that Kluczek beat Gunzer, while the fourth judge was undecided. Charles Nerent, a well-known road rider, finished only three inches behind Gunzer, and about the same distance separated Jacobs, Larcheveque and Williams who crossed the tape in this order. It was a beautiful finish and the remaining men could have been covered with a blan-

ket. The time was 15 minutes 48 $\frac{3}{4}$ seconds.

Each of the first four men to finish are 21 years of age. Kluczek began riding in 1903 and has been a good finisher in many track races. He rode a Roy wheel geared to 91, and fitted with French track tires. Gunzer began riding late last year; in fact, this was his second race, but he looks like a good one. He rode a machine geared to 96, fitted with Palmer tires. Nerent, who finished third, is a familiar prize winner in road races, always starting from scratch. He was astride a Reading Standard, with



W. J. KLUCZEK.

92-inch gear, and shod with Palmer tires. Jacobs is one of the crack indoor riders of New York. He rode a Columbia with Palmer tires. Larcheveque and Williams are newcomers, particularly the latter. Williams is a slender lad and deserves considerable credit for finishing so well. The summaries:

Trial heats at one mile—First heat won by W. J. Kluczek; August Huron, second; Herbert Williams, third. Second heat won by Charles Nerent; George Gunzer, second; Charles Jacobs, third. Third heat won by Henri Larcheveque; Emil Wildemuth, second; John Wilkins, third. Fourth heat won by Battiste Soubie; Maurice Stuyck, second; Frank L. Valiant, third.

Final heat at five miles—Won by Watson J. Kluczek, time 15:48 $\frac{3}{4}$; second, George Gunzer, 15:48 $\frac{3}{4}$; third, Charles Nerent, 15:48 $\frac{3}{4}$; fourth, Charles Jacobs, 15:49; fifth, Henri Larcheveque, 15:49 $\frac{1}{2}$; sixth, Herbert Williams, 15:49 $\frac{3}{4}$.

QUAKERS UP AND DOING

Give First Track Meet in Years—Team—
Race one of the Features.

Success crowned the efforts of the newly formed Northeast Wheelmen's Racing Association, which was formed at Frankford, Philadelphia, some time ago, to stimulate interest in bicycle racing in that part of the Quaker City. As a rule, the Friends are popularly supposed to move only when the spirit moves them, and then perambulate with that peculiar Philadelphia feeling, the kind that makes one want to keep step with the B. & O. Railroad. However true this may be, either the spirit or something else made the descendants of William Penn flock to the Kensington Driving Park track at Frankford, on Saturday last, 21st inst. to witness the first race meet of the association.

The first event was a one mile handicap and twenty riders started from their marks. By undeniably hard plugging J. Farber and Dan Trotter, on the ten-yard mark and scratch, respectively, succeeded in cutting down the long handicap of the limit men and crossed the tape first and second in that order. Michael Logue (50 yards), was third, and Thomas Cook, away out on 225 yards—although this was not the limit—finished fourth. W. L. Allender, from the 25-yard mark, scrambled in for fifth prize. The time was 2 minutes 54 seconds.

About the same riders started in the five mile handicap. It was won by Michael Logue, a middle-marker with 1 minute 30 seconds handicap. Gordon A. Williams with 4 minutes, was a close second. The scratch men, Dan Cullen and Dan Trotter, had a hard time, but managed to figure in the prizes. Trotter romped across the tape for eighth place, while his co-marker got ninth. The time was 15 minutes 54 seconds.

As the Atlantic City men failed to appear the inter-team pursuit race was contested between the Stroud Wheelmen's second team and the Frankford team. It was unlimited and the Strouds overhauled their opponents after riding eight and one-third miles. The time was 26:13.

One mile handicap—Won by J. Farber (10 yards); Daniel Trotter (scratch) second; Michael Logue (50 yards), third; Thomas Cook (225 yards), fourth; W. L. Allender (25 yards), fifth. Time, 2:54 $\frac{3}{4}$.

Five mile handicap—Won by Michael Logue (1:30); Gordon A. Williams (3:00), second; Henry Samans (4:30), third; Thos. P. Cook (4:30), fourth; Charles Lafferty (5:00), fifth; S. D. Woolston (1:00), sixth; J. Farber (0:30), seventh; Daniel Trotter (scratch), eighth; Dan Cullen (scratch), ninth; S. Wood (1:30), tenth. Time, 15:54.

Inter-club pursuit race, unlimited—won by Stroud Wheelmen's team (M. Logue and J. Farber); Frankford team (D. J. Cullen and Gordon Williams), second. Distance, 8 $\frac{1}{2}$ miles. Time, 26:13.

TINKERING CARBURETTERS

Too Common Failing of Motorists when Carburetters are not at Fault.

"Make it a rule never to suspect or tamper with the carburetter, valves or compression until you are absolutely certain that the ignition is in working order," says an old motorist, whose machine is on the go morning, noon and night and frequently after midnight, so that his advice should carry some weight. "In my experience, which extends over two years steady going, and years with me mean 365 days, not pleasant summer weather alone, I have found that fully 90 per cent. of my troubles have been traceable to the ignition, and by this I do not refer to the ignition system only for there are many things which affect it indirectly. For instance, not long ago my machine developed a very annoying miss, which meant a loss of power sufficient to hamper me a great deal. The machine had to be nursed and coaxed over every little rise which under ordinary circumstances would not affect it in the slightest, and muffler explosions would occur every now and again—with startling regularity, one might say.

"If I had taken the piece of advice I have just given you, I would have discovered the trouble several days sooner and not suffered anything like the delay to which I was put by the machine being practically out of commission, for the engine could not be depended upon to turn over a dozen times without a miss. But the first thing I attributed it to was the carburetter, and over the carburetter I fussed unceasingly, taking it down and putting it up again without the slightest result, adjusting it a hundred times in the course of an hour without the faintest glimmer of hope, although the spasmodic manner in which the engine would at times pick up and run finely often encouraged me to think the defect had been remedied only to have despair sink deeper than ever upon trying it under load. There's no question in my mind that it was one of the most exasperating things that I have come across, but once I had cured it, it did not take me long to see what a great amount of time I had wasted in fooling with the carburetter.

"Of course, I did not confine my attention to that altogether; I took turns in testing the coil, batteries and plug, even replacing the latter with no permanent benefit, until finally an examination of the points revealed the cause. The whole engine was simply flooded with oil and although the plug is seated in a pocket in the upper side of the cylinder the oil was splashing on it continuously, thus effectively insulating the plugs. Running for half an hour or more without feeding any oil promptly showed that the ignition was at the bottom of it as usual. The system itself was not at fault,

but other causes had contributed to prevent its working, which amounted to the same thing, for all the engine needed to perform its work regularly was the spark. Take my advice and look to the ignition first, last and all the time—it is soon enough to worry about the carburetter or something else when you have made sure that the spark is taking place when and where it is most needed and the best coil, batteries and timer ever invented are not much good if the plug is choked up, whether it is soot or oil."

THE ANNUAL Spring Number

—OF—



Will bear date

MAY 5TH.

As usual, this issue will

ILLUSTRATE

and

REVIEW

all the leading bicycles, motorcycles and sundries, and will contain a wealth of other illustrations and matter of the sort calculated

TO INDUCE "THOSE TO RIDE
WHO NEVER RODE BEFORE,
AND THOSE WHO RIDE
TO RIDE THE MORE."

If there is anyone in your community whom you would like to charge or recharge with cycling interest and enthusiasm send us their names and addresses.

FOR NEW YORK'S HILL CLIMB

Two Classes are Provided for and Competitors' Weight Limit is Fixed.

In the New York Motorcycle Club's annual hill climbing contest, which, as usual, will take place on May 30th, the promoters have gone the F. A. M. weight limit 15 pounds better, and to be eligible to compete entrants must either weigh 135 pounds or carry sufficient "ballast" to attain that weight. This was decided by unanimous vote of the club at its meeting on Thursday night.

The F. A. M. rule, which was adopted because of the participation of a number of featherweight small boys, requires that no competitor shall weigh less than 120 pounds.

The New York contest will, as formerly, occur on Fort George Hill, a nine per cent. Belgian block grade in the upper part of the city. Two classes will be provided for—one for catalogued touring machines equipped with mufflers, and not exceeding three horsepower; the other, a free for all, for machines not exceeding five horsepower without restrictions of any other sort.

In addition, there will be run on the same day, open to New York Motorcycle Club members only, what may be termed a slow climb. The prize will be awarded to the participant who makes the ascent in the slowest time without stoppage of engine, the assistance of pedalling being permitted. A. J. Bendix, 800 Third avenue, will have charge of the entries.

Shellac for Roadside Repairs.

Comparatively few operators recognized the great value of shellac in its application to roadside repairs. But when it is considered that it is simply and easily applied, dries almost instantly, is water-proof, oil-proof, and a non-conductor of electricity, its utility is at once apparent. For instance, when a leaky gasoline connection is to be closed up in short order, simply to wind it tightly with adhesive tape and then run over it a light coating of shellac is often sufficient to check the flow for some little time. Similarly, all temporary repairs to the ignition system should be protected with a solution of the gum, and even in straits, it may be used to close a leak in a carburetter float after it has been thoroughly dried by a gentle heat.

Irvington-Millburn is Sanctioned.

Sanctions for the Irvington-Millburn road race on Decoration Day have been received from the municipalities along the course. This was given on condition that the Bay Wheelmen police the course while the race was being run. As usual, the start will be made from the Hilton woods, at 10:30 a. m. A motorcycle heads the list of place prizes and an upright piano will be awarded to the rider making the fastest time.

SCATTERING THE SEED

How Catalogues and Circulars Serve their Purposes—Value of the Right Kind.

Although it is undeniably the most regrettably true that the immediate fate of a very large percentage of the personal literature sent by a business house is an inglorious resting place in the waste basket of its recipient, or even in the gutter, and that of the remaining percentage, which is treated with a somewhat greater measure of respect, a considerable portion receives but the most casual of passing glances, still the importance of this method of advancing the cause of the manufacturer or dealer is by no means to be minimized. For even as the seed which the sower casts forth with careless hand falls, sometimes by the wayside, sometimes on barren soil, and sometimes on the good ground, and brings forth its fruit accordingly, even so the result of a circularizing campaign never can be foretold. And though frequently enough, it is rewarded with little apparent return, still, it is often productive of a goodly result, and always, it fosters a cumulative benefit which is only to be measured in terms that vague condition tritely known as "general prosperity."

Yet despite the amount of indifference with which the average victim of the circularizing habit, as he considers himself, fortifies himself against it, the inevitable result of the circular is first of all, to suggest to him the subject which it is intended to introduce. This he cannot avoid, no matter how ably he strives against it. Thus, if the enclosure be an attractive brochure from a bicycle manufacturer, even though the receiver be quite devoid of interest in cycling matters, and throws it away after a passing glance of scorn, that glance has been sufficient to telegraph the idea "bicycle," to his brain, and leave its imprint indelibly stamped there. So that even though it makes no apparent impression at the time, it will recur unavoidably to him the next time he sees a wheel on the road, or even hears the word spoken. He will remember that he had his attention called to the matter on such a day, and in such and such a way. Thus, the mere receipt of one of these little messengers serves the purpose of an involuntary suggestion of the idea. But that is by no means all that it is intended to do.

Its first purpose is, in fact, more readily accomplished than its second, which is to direct this induced line of thought into a specific channel which shall lead unswervingly to a comprehension of the intrinsic value of the advertiser's wares. And there lies the difficulty. For though it is an easy matter to attract the attention, even to hold it for a time, it is far more difficult to develop it to a point where it will result in a conclusion which shall be beneficial to its originator.

The whole root of the matter lies in pre-

paring the subject in such an attractive and pleasing manner that to peruse it will require little conscious effort, and so that its argument shall be logically and almost unwittingly followed to the desired end. Catch phrases, novelty in idea and presentation; decorative and illustrative matter, both pictorial and written; and appeals to the senses of beauty and humor; all have the respective values when properly blended. Yet to prepare the print in such shape that it will serve its purpose, will not be repulsive because of its "cheapness" of appearance; so that it will be worth reading, and once read will adapt itself to the mental condition of the greatest possible number of readers with the desired result, is a problem difficult in itself, and daily growing more and more difficult as history is gradually closing up the avenues of sheer novelty.

It is, however, a problem which is worthy of a deal of careful study and thought. It is the delicate fly which is spread over the baited hook, the arrangement and appearance of which carries more weight in making the catch than does the method of making the cast, or even the most superlative display of skill in wielding the landing net. Old catalogues, and musty letters, are of no avail, time-worn jokes and illustrations are of less value. Nothing but novelty, and the display of exclusive details can be made to count in this the basis of the salesman's argument, which, frequently enough, is the turning point of a considerable volume of business.

Will Seek Stolen Wheels.

Up in Winnipeg, Manitoba, where the use of the cycle path is much in vogue, the municipal commission which has charge of the bicycle roadways about the city's environs has also undertaken the task of locating stolen wheels during the past year or two, with a considerable measure of success. This bit of altruism, however, has not served to increase the receipts of the commission for license tags, and as a measure likely to increase interest in that all-important essential to the carrying on of the cycle-path system, the commission has this year decided not to attempt to locate missing machines unless their quondam owners have already purchased a tag. In consequence, it is said that the influx of tag money is much greater than ever before at this time.

To Repair New York Sidepaths.

In Rome, N. Y., the sidepath commission has already begun work on the repair of the cycle paths in anticipation of the riding season which is fast coming on. Superintendent Israel Denio, reports that in many places the paths are in poor condition owing, not simply to the effects of the winter's frost, but to the fact that drivers have been using the smooth surfaces in preference to the less attractive highways. As heretofore, however, the law providing against this practice will be carried out to

the letter, as well as that which pertains to the use of the paths by unlicensed wheelmen. About \$700 of last year's funds were left over, and this sum, together with the influx from the new tags, will, it is thought, prove ample for the necessary outlay in repairing the tracks.

Weintz Wins Two Races Indoors.

Louis J. Weintz, of the New York Athletic Club and the Twenty-second Regiment Athletic Association, is now the one and two mile champion bicycle rider of the Military Athletic League. He won this title last night at the championship games that are in progress at Madison Square Garden. Weintz won the final heat of the one mile handicap, after a fast sprint against Charles Nerent, the fast member of the 71st Regiment and the Roy Wheelmen, who finished third in the championship road race of the latter organization at Valley Stream, L. I., last Sunday. Weintz had a handicap of 30 yards and Nerent was placed on the 60 yard mark. Fred W. Wanner, of the Twenty-third Regiment, on the same mark with Weintz, finished third. The time was 3 minutes 4½ seconds.

In the two mile open the crack rider of the N. Y. A. C. scored another victory, beating out Adams of the Twenty-second Regiment by a narrow margin. George C. Cameron, the old standby of the Eighth Regiment, finished third. Time, 6:51½.

New Jerseymen Lead New Yorkers Home.

J. T. Halligan, of the New Jersey division of the Century Road Club of America, won the race home from Hicksville to Valley Stream, L. I., last Sunday, 22d inst., held in conjunction with the century run of that organization. The distance is 22 miles and Halligan finished first in 1 hour 5 minutes. B. Hill, also of the New Jersey division, finished second, but was protested for accepting pace from a motorcycle. Walter Rawleigh, of the Park Circle Club, was third.

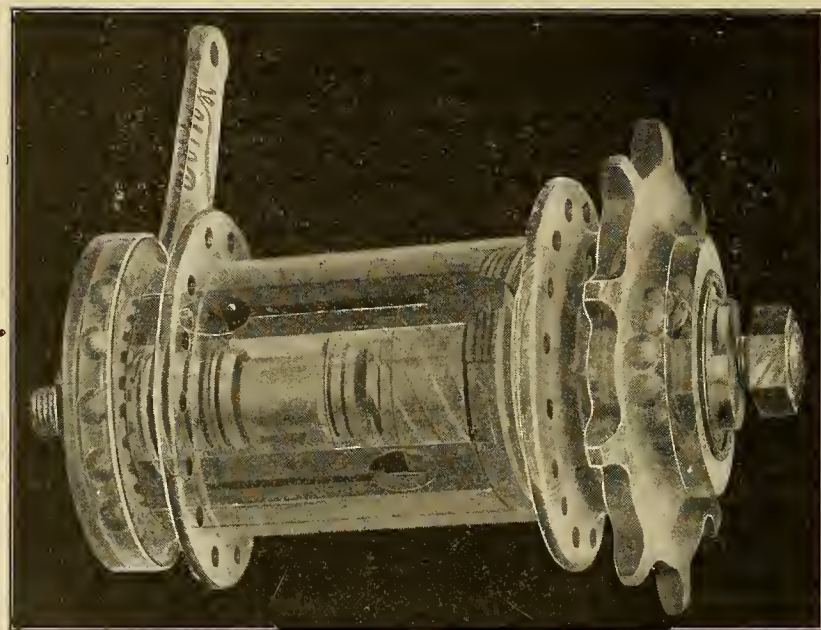
Eifler Brothers Again in Front.

Joseph M. Eifler, of the Century Road Club Association, won the seven mile handicap road race on the Merrick Road from Freeport to Valley Stream, L. I., Sunday last, which formed a part of a pleasure run held by the association. Eifler rode from scratch and covered the distance in 19 minutes. F. W. Eifler, also on scratch, finished second, two-fifths of a second later. George Gunz, with 2 minutes handicap, was third, and D. Steinhauer, with 2:30 handicap, was fourth.

France's Big Race Next Month.

France's sixteenth annual Bordeaux-Paris road race will this year be held on the 12th and 13th of next month. This is France's most important professional road race of the year for which a first prize of \$500 is hung up. Ten cash prizes are awarded, ranging from this amount to \$20.

THE PLEASURES OF THE MORROW



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TODAY.

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ECLIPSE MACHINE CO., - Elmira, N. Y.

AUSTRALIAN SPORT AWRY

What has Hurt it—Corrective Measures that Hold Instruction for America.

According to advices from Australia the sport of cycle racing seems destined to meet with the same reverses there that have occurred in other countries.

At its best, bicycle racing in the Antipodes always has been much on the hippodrome order. Large prizes, too large in fact, resulting in unlawful combinations among the riders, have been the only means of drawing the enormous crowds that always attend the race meets. While in this country bicycle racing is free from the odoriferous stench of the betting ring and its "bookies," it has been a characteristic feature of cycle racing in that country. Without the bookmakers, foreign cracks, and big purses, it amounts to little.

Heretofore the promoters have been in the habit of paying large bonuses to visiting riders and hanging up large purses for competition. This year, however, they planned to give the racing game a good washing down—although it must be admitted that they thought it would result in more money for them—by cutting down the race meet purses and giving the racing men who draw the crowds to the tracks, practically no appearance money at all. How it has succeeded is best shown by the following editorial from the League of Victoria Wheelmen's Official Gazette, which gives a veiled suggestion of the condition of the sport in Australia, and suggests a remedy for faults now existing.

"The condition of the sport at the present time may be regarded as somewhat critical," it says, "more so than it has been within the knowledge of those intimately connected with it for a score of years or more. Without actually going into the matter as to what is the cause of it, save to bear in mind what has or has not been productive of good, or bad, either, we should consider in what way its attractiveness may be regained. One thing, however, is very certain. The public have become very keen judges of what is good sport, and, while they may not make any outward sign that this or that race, or program, or meeting afforded indifferent sport, their protest is registered in the meagre attendance at subsequent meetings.

"The deduction to be made from this seems to be that the officials of the governing body—men of long experience in cycle racing, through attending scores of meetings and watching closely the racing and the demeanor, and varying density of the spectators—should have some say purely in the interests of the sport as to what kind of racing shall be presented to the expectant public. The individual sports promoter is only concerned in his own venture, and save for the little time before, and all the time of his meeting, does not interest him-

self deeply in the sport; it is not expected of him. It therefore devolves upon the governing body to closely supervise the class and quality of the racing to be submitted.

"Of late years it has dawned upon some promoters that the racing men, or some of them, are essential to the conduct of a cycle race meeting, but the acknowledgment has yet to be made, that, if such a meeting is to be held, a certain number of riders is absolutely necessary. But whether it be admitted or not, the fact remains, and it is a phase of the matter that has never yet been thought of, much less considered and understood. Without going into the personnel of the races, we may consider the respective classes. In a broad sense, all those riders constituting the first class are



NEW YORK BRANCH 214-216 WEST 47TH ST

practically indispensable—that is, if the promoter, as a showman, is a man of business. Sentiment or personal feeling should not, must not obtrude. The public always wants the best for their money. If they do not get it in cycle racing, they will patronize something else. And they do.

"Are the racers of the first class fairly dealt with? Do they afford us the best racing in their power? Are they so placed that they can make it worth their while to race honestly? If these questions can be answered in the affirmative, there should be nothing wrong with the sport. With the large majority of these men, if not the whole of them, it is a matter of £ s. d. They may, and no doubt have a great liking for the sport, but they must earn, win enough to sustain themselves. If they cannot do this legitimately, they still must do it. They are out for the money just as much as the promoter, and in view of this, a better feeling might well exist between the two. The second class riders are also necessary to a certain extent, as are those in the third and fourth classes.

"A change from the stereotyped program

which has been placed before the public for years and years is most advisable. Long strings of indecisive heats and semi-finals are strangling the sport. Being a professional sport, and an expensive one to follow, especially for the best class of riders, the cash has the first place, and the sport the second. The best man, therefore, should have the best money, in order to keep them at their best, and to induce riders of the remaining classes to qualify themselves to share in it. Up till now we have been offering big inducements for the riders to become second, third and even fourth class racers. There are greater attractions in the way of money to be won by securing as liberal a handicap as is possible. This is where the check should be applied. If there were not rich prizes for handicaps, if the money were more equitably distributed, if there were some special reward for the men to improve themselves and to demonstrate their quality, there would not be that hunger for a long mark, that desire to pose as an indifferent rider, in the hope of snatching up a rich prize at a convenient time. It is this practice, and the encouragement of it that has undermined the sport, and which now threatens to fall. We have just had proof that the big handicap prize draws no longer. It has outlived its usefulness in that direction. The public want good, clean, and fast racing, irrespective of prize money."

Floridian's Objection to Motorcycles.

There is a certain resident of Jacksonville, Florida, whose peace of mind has been disturbed because his neighbors who own motorcycles persist in cleaning and testing them in their back yards on Sundays, when the aforesaid "resident" is trying to take an afternoon snooze. He has written a pathetic plea to his home paper, as follows:

"I want to say just a few words in regard to these motorcycles our neighbors have, and whom seem to take so much pleasure in trying to wake up the dead with them two or three times a week, and especially on Sunday. Of course, they need fixing; but why don't the owners of these motorcycles take them out in the woods near Panama or Phoenix Park or some place where, as I said before, they won't wake up the dead. I have been a resident of Jacksonville for nearly two years, and I have my first Sunday afternoon nap to get yet. It does seem like on Sunday a man might be allowed a little rest, after a week of hard work and listening to noises of every kind; but, instead of that about 2 o'clock every Sunday afternoon his neighbor starts up one of the most terrifying, screeching, puffing, blowing noises with that motorcycle of his, and keeps it up until pitch dark. If he only knew the reason his neighbors left home at 1 o'clock every Sunday afternoon, was to get away from that horrible noise, maybe he would find a nice, quiet, secluded place in the country where he and his cycle could have it all to themselves, without disturbing people who live four or five blocks away."

NAME PLATES ARE SCARCELY NECESSARY

when the bicycle is equipped with a

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SADDLE



That saddle is so generally admitted to be a badge of quality and the quality is so distinctive that it



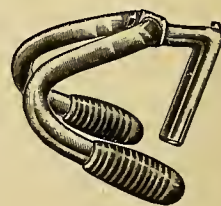
singles out as high grade the bicycle to which it is fitted. If you order a High-grade bicycle, you are entitled to a High-grade saddle; and you can get it without extra charge, too, if you insist.

PERSONS MFG. CO.,

Worcester, Mass.



KELLY BARS



Appeal

To All Manner of Men, also Women.

THEIR ADJUSTABILITY

AFFORDING

25 CHANGES OF POSITION

LEAVES NOTHING TO BE DESIRED.

And Kelly Quality Always has been Top Notch.

CATALOGUE ON REQUEST.

KELLY HANDLE BAR CO.,

-

-

Cleveland, Ohio.

BOYNTON BOBS UP AGAIN

Pleads for Charter for his Bicycle Railway, but Plea Proves Fruitless.

E. Moody Boynton, he of the Long-Island-Bicycle-Railway-fiasco fame, has blossomed forth again in Massachusetts—come from his death-bed, as he himself puts it—to further advance the cause of his pet scheme, rub the rust off his halo, and attempt to wrest a new charter from the legislature of the old Bay State. The newest phase of the project is the contemplated monorail road from Boston to Fall River, but after repeated hearings before the legislature, it was finally defeated on Friday last.

In his plea before the legislative committee on railroads and street railways, Boynton became very much heated and declared that but for the prevention of the carrying out of his plans, which had been time and again defeated by the railway interests which had fought him tooth and nail in their efforts to gain supremacy over various other interests and throw the control of the countries' railroads under the one broad syndicate, the lives of 1,000,000 men might have been saved. These 1,000,000 men, he said, had been slain or wounded during the last 15 years by the railroads, and all since the completion of the first bicycle road at Gravesend, N. Y. In conclusion, he expressed the belief that the "owners of the earth" would not much longer bind down the people, but that such schemes as his would in a short time have a free opportunity, and he wound up by paraphrasing St. Paul most dramatically in the following lines:

"I have not quite finished my course, but I have kept the faith though I have been driven down to darkness and misery."

The Boynton Bicycle Railway, it will be remembered, was, like many other inventions which have been suppressed by "capitalists," going to revolutionize the world of transportation. In principle, it consisted of a single rail supported at some distance above the ground, and upon which cars were run, being guided by guard rails at low speeds and when rounding curves, but at high rates of speed such as were contemplated—upwards of 100 miles an hour being the nominal average—the entire load was to be carried by the main rail, the balance being maintained in the same general way as in a bicycle—hence the name. A trial line was built, and almost fabulous speeds were attained upon it, but a conflict of interests, coupled with a flaw in theory, imagined or otherwise, caused an abject failure of the enterprise, and the loss of thousands of dollars.

Oiled Roads Prove Partial Failure.

After considerable experimentation, the use of crude oil on country roads has been

declared a partial failure by the highway authorities of Fresno, Cal., and accordingly, a committee appointed by the Chamber of Commerce has commenced an investigation looking toward the substitution of macadam for the oiled surfaces, including an estimate of the probable cost of the change. A \$300,000 bond issue is proposed to cover the necessary expense.

In some places where the oiling has been done, the results have been highly successful, but in other localities where the traffic has been composed of heavy vehicles, many farmers and property owners have complained of the conditions. As a result of this, several petitions have been circulated which seek to have the macadam construction adopted. Roads which are used for light vehicles only, are giving good satisfaction. This result of the Californian experiment, simply goes to bear out the admission of its advocates, that oiled surfaces are not suitable for heavy traffic.

Wants Cyclometers to Register Speed!

Motorcycles are included in the ordinance that the city council of Nashville is endeavoring to pass. Speed of ten miles an hour is permitted, which is five miles less than that allowed by the old ordinance. One section of the measure is highly amusing. It is section two and says "That every automobile, motor car, bicycle or other vehicle propelled by steam, gasoline or electricity, except street railway cars, which is driven or used within the corporate limits, shall be equipped with a cyclometer, or device whereby its speed will be shown when a police officer shall stop the same to ascertain such speed." Section three provides that when any police officer thinks a person driving such a vehicle as described in excess of ten miles an hour it shall be the duty of the rider or driver, when signaled, to stop and allow the officer to "examine the cyclometer." Fines of not less than \$5 nor more than \$50 are provided for in the next section.

Rural Mail Carriers Buy Motorcycles.

Gradually the rural delivery carriers are awakening to the great advantages the motor bicycle holds for them. H. M. Dayton and Charles Flemming, both of Colo, Iowa, are two of the number who recently experienced the awakening and who are now covering their routes on power-driven bicycles.

Bicycles to Race at Washington Park.

Plans are under way for what is said to be the largest set of bicycle races and athletic games ever held at Washington Park, N. J. The meet will be held on Decoration Day, and a gang of workmen, it is stated, are already banking the track. Several bicycle and motorcycle races are carded.

"There is no way of mixing honesty with dishonesty, fairness with unfairness, or truth with falsehood."

OIL HAS EVAPORATED

Vanderbilt Course as Dusty as Ever it was—Experiments with Dust-Layers.

Crude oil as a preventative of dust has been proved to be as effective for the purpose as anything that could be devised; however, it is not only very expensive to apply, but experience shows that it is far too evanescent. No better instance of this could be found than the Long Island circuit over which the Vanderbilt cup race was run not more than seven months ago. The course was not only thoroughly treated with a generous layer of crude oil only thirty days before the race, but a second though lighter application was made but a few days before the race actually occurred. Now the road is entirely innocent of any sign of oil.

In this connection, the report of a county surveyor on the other side, who has been carrying on a course of experiments in dust prevention for the past two years, are of interest. In his latest annual report he shows the cost of treating 800 square yards of surface with the much vaunted tar macadam to be \$600, while the expenditure for 12,200 square yards covered with a tar and oil composition applied to the surface only, was but \$510, so that the tar macadam cost fully eighteen times more. Moreover, it had not proved a success in any sense of the word, as there was no evidence forthcoming that the application of such a treatment would improve or prolong the amount of wear of which the road was capable in any way. Tarring the surface alone, on the other hand, showed a considerable saving in scavenging and road maintenance, and for the second year the saving effected by the process had more than offset the cost of the treatment.

The materials used included tar, lime, grit, pitch and oil, the first and principal coat of which was supplemented from time to time by an occasional light dressing of mineral oil alone. One of the most curious things included in the surveyor's report was the fact that the treatment was a decided benefit from a hygienic point of view also, as during the period covered by the experiments, there had been a marked diminution of infectious diseases in the town lying along the road treated, and as the time occupied was fully two years there was an almost unavoidable inference that the effective laying of the dust had been responsible for the improvement in the health of those living in the neighborhood. Another section of road was treated with a patent dust preventing composition, at a cost of from \$300 to \$350 per mile for the application alone, but it was found to have a very destructive effect on the surface of the road so treated, which would necessitate the laying of new material on all such roads at the approach of winter.

POSITIONING THE ENGINE

Practices in Vogue and the Factors that Ultimately will Decide.

As the art of motorcycle construction progresses, and particularly that branch of it which relates to the construction of the motor bicycle, it is apparent that there is to be a growing controversy as to the most advantageous method of positioning the engine. The importance of this matter, is not at first apparent, as seemingly, it all depends on the taste of the designer, and the manner of constructing the frame, but in so delicately contrived a machine as this, it is evident that no one part is to be considered as superlative to all others, each and every one being in equal co-partnership with all the others to form a staunch fabric in which each element is as important to the whole as is each link in a chain.

Naturally enough, the first point to be taken into account in designing any form of bicycle, setting aside the matter of rigidity, is that of keeping the centre of gravity as low as possible, for upon this depends the ease of balance, and, to a certain extent, the durability of the mount. In this, as the European designers are discovering at the present time, it is possible to secure a lower engine position than is commonly done in this country. For the clearance, which in the pedal machine was fixed by the drop of the pedals, may be considerably reduced without interfering with the usefulness of the machine even on bad roads, by abandoning the old crankhanger position in locating the motor. And, indeed, since the mass of the machine must be centered somewhere in the vicinity of the centre of gravity of the motor, it is evident that the lower that can be placed, the more stable will be the machine as a whole, especially when the seat and hence, the mass of the rider may also be brought down by the same token.

As to the method of mounting, which also, must come in for consideration in connection with the placing of the motor, the two possible methods are open to considerable favorable argument on each side. Thus, the most natural method of maintaining the frame as a unit, undisturbed in construction from its design in the pedal bicycle, with the motor clamped in place, has the obvious advantage of securing all the stable efficiency of the bicycle frame unchanged by the slight alteration in curvature of certain of the elements which is made necessary to the adaptation for motorcycle use. Also, the motor may be dismounted at any time without disturbing the frame in any way, and replacements and alterations, even to the extent of exchanging the motor itself for a more powerful one, may be done without affecting the mount in the least. At the same time, however, there is the possibility, existing in

theory, if not in actual fact, that the method of affixing it to the frame may not be conducive of the required degree of rigidity, and that a secondary trembling due to its working loose in its fastenings may be set up which will be ruinous to the machine. In a word, it may be considered that this method is directly in opposition to the desirable feature of stability which is so essential.

As to the method of building the motor into the frame, and letting it replace a portion of the tubing, it has the advantage of making the entire machine a unit in itself, without the danger of disalignment of the driving gear, and precludes all possibility of secondary vibrations due to the loosening of the motor. Yet, unless the method of attachment be of the best, there is danger that something may give way, and in such an event, of course, the breaking of any part must involve the destruction, partial or otherwise, of the entire frame. Then, again, the mounting of the motor as a part of the frame involves the sacrifice of the crank hanger cluster which, developed in the pedal machine, is the king-pin of that rigid frame which has such marvelous resisting power. The newer method of framing may be sufficient unto itself, but the separating of the ends of the various members, and thus giving up that arrangement which was analagous to the key-stone of an arch, can only be viewed by the conservative rider with a certain degree of suspicion.

When it comes to the position of the motor in the frame, several considerations come into play which are apart from those already mentioned. For instance, there is the matter of cooling. In this, since water cooling is not, for the present, to be contemplated, a most important point is to have the cylinder head so placed that it will receive the full benefit of the draught created by the machine in its motion. This, naturally enough, argues for the inclined position, since in that arrangement the head and upper portion of the cylinder are well ventilated. The horizontal arrangement, were it possible of achievement without raising the centre of gravity, would even be an improvement over this.

Another matter which has a most vital bearing on the action of the machine, is that of lubrication. And there, in theory, at least, the vertical motor has the advantage, since the effect of gravity is not brought into play at all, to affect the distribution of the lubricating element over the wall surfaces. Obviously, were this to be considered alone, it would discount each of the former methods in favor of the latter. But this is not the most important consideration, by any means, and besides, both the horizontal and inclined types of motor may be made to run with great success, though with possibly less efficient oil distribution than is common with the vertical type.

In regard to the accessibility of the various types of mounting, it is evident that where the motor is entirely apart from the

frame in itself, it must be more easily dismounted, either partially or in toto, than can be the case when it is incorporated in the frame. Yet, on the other hand, as this is seldom necessary, and as no portion of the motor bicycle is really inaccessible at any time, this point may not be of great importance when it comes to a balancing up of the pros and cons. Certainly, however, the arrangement must be such that valves and piping can be disconnected at will and with the least possible expense of labor and time.

Still another point in this connection, which probably has a more important bearing on the subject than is apparent at the present time, is the effect which the vibrations of the motor brings to bear on the frame and on the machine as a whole. Of course, in this respect, the integral mounting, as it may be called, has the advantage, since there is no possibility of relative movement between the motor and the frame in the secondary way referred to above. As to the relative effects of the three possible positions, it is evident, first of all, that while the horizontal arrangement must result in a surging action in the frame, and a tendency to a reciprocating motion fore and aft, both the inclined and vertical arrangements create thrusts which are directly in line with existing members of the frame, and one half of which are directed toward the crankshaft cluster, which is the most stable portion of the frame in the natural course of events. Thus, while in the one case, the thrusts are distributed between the crank-group and the head, in the other they are divided between the crank-group and the seat-post, both of which are lines of considerable resistance, and both of which are well adapted to receive added vibration without detriment to the structure.

At the present time, there are exponents of nearly every possible method of mounting, and all of the existing types have their good points and their strong arguments one way or the other. Evidently, however, there must sometime, be a settlement upon one definite arrangement as better than any of the others, although that is a matter which must be decided by common usage at the hands of the public. But one thing is certain, that form will be the most enduring which permits of the greatest amount of rigidity, serves to make the machine the most a unit as a whole, and which is conducive to the greatest simplicity and accessibility.

O. P. O.

Motorcycles for Pittsburg Police.

The utility of the motorcycle in police departments is but just beginning to be realized, but that it is rapidly "coming on" is evidenced by the various cities that are adopting them for use in catching violators of the automobile speed laws. Pittsburg's Superintendent of Police, Thomas McQuaide, is the latest to announce that he will introduce motorcycles in the department.

The Week's Patents.

817,225. Power Transmitting Mechanism for Bicycles. Louis Combet, Paris, France. Filed April 8, 1905. Serial No. 254,455.

Claim.—1. In a power-multiplying mechanism for bicycles and the like, a pedal mechanism including pedal-cranks, lever-bars connected with and operated by said cranks, rear cranks rotatively connected with the lever-bars, shifting-cams driven by said rear cranks, rollers engaged by said cams, power-transmission cranks and connections therefrom to the lever-bars aforesaid, and connections from the power-transmission cranks to the driving-wheel of the bicycle.

817,641. Carburetter. Coleman B. Harris, Wilmington, Del. Filed Nov. 18, 1904. Serial No. 233,238.

Claim.—1. A carburetter including a substantially horizontal conduit connected to a source of air-supply and having means for the admission of liquid fuel, with a deflecting-partition in the conduit for directing the current of air toward the bottom of said conduit and causing it to take up liquid fuel therein, and a priming-valve in addition to said fuel-admission means, substantially as described.

817,903. Carburetter. Alphonso S. Comstock, Evanston, Ill. Filed April 22, 1905. No. 256,906.

Claim.—1. In a carburetter, in combination, an air-passage, a fuel-passage, a carbureting-passage having an opening to the atmosphere and receiving from the fuel-passage and delivering to the air-passage and means for simultaneously controlling the flow of air and fuel through the air and fuel passages, respectively, the flow of air through the carbureting-passage being independent of such controlling means.

817,941. Carburetter. Charles Stute, Newark, N. J. Filed March 25, 1905. Serial No. 251,927.

Claim.—1. A carburetter comprising a main body having its upper portion made open and provided with a screw-thread, a cover screwed down over said open portion, said cover being formed with a centrally-disposed opening, a cylindrical body within said main body having its upper end portion arranged in the opening of said cover and the lower and open end portion of said cylindrical body extending below the closed bottom of said main body, a screen in said lower and open portion of said cylindrical body, an upwardly-extending flange on said cover, said flange surrounding the opening in said cover, and a laterally-extending tubular body upon and connected with said flange, said laterally-extending body and cover being both removably arranged upon the said main body, a centrally-guided inlet-valve in the upper and open end of said cylindrical body, a means of attachment at one end of said laterally-extending body, and a relief-valve at the other end of said laterally-extending body, said valves being arranged so that the back-fire will close said inlet-valve and will open said relief-valve, substantially as and for the purposes set forth.

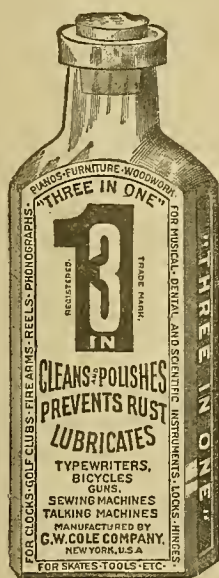
818,372. Spark Plug. Bert W. Hallsted, Scranton, Pa. Filed Nov. 5, 1904. Serial No. 231,580.

Claim.—1. A spark plug comprising a body portion, a cap carried by said body portion, a conductor-stem extending longitudinally through said cap and body portion, a body of insulating material surrounding said stem and engaging the walls of said body portion for spacing the stem

from said body portion, a similar body of insulating material surrounding the stem and engaging the cap for spacing the stem from the cap, and means carried by the stem and interposed between said bodies of insulating material for spreading said bodies apart and pressing the same against said body portion and cap respectively.

818,397. Carburetter. Gustav Tresenreuter, Berlin, Germany, assignor to Franz Glinicke, Berlin, Germany. Filed May 20, 1905. Serial No. 261,373.

Claim.—In a carburetter of the class described, the combination with a vessel, of a horizontal partition dividing said vessel into a liquid-storage chamber above and a carbureting-chamber below, a frame in said carbureting-chamber, a plurality of superimposed horizontal sieves arranged in said frame and provided with layers of glass-



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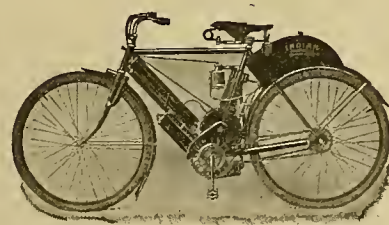
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FOR SALE—One 2-cylinder Indian, like new, \$250; one 1905 Indian with heavy spokes, \$150; Tandam attachment, \$10; Reading Standard Racer, like new, \$160; Rambler Motorcycle, new, \$150; Indian Motorcycle in good condition, \$125. **F. A. BAKER & CO.**, 1080-1082 Bedford Avenue, Brooklyn; 20 Warren St., New York.

WANTED—Foreman for Bicycle and Automobile Chain factory. State experience. Permanent position for right party. Address **UNION MANUFACTURING & SPECIALTY CO.**, 820 Mutual Life Building, Buffalo, N. Y.

FOR SALE—Indian Motorcycles, 1904 model, in good condition, \$90; 1905, \$130; 1905, \$150; can also make immediate deliveries of 1906 models. Full stock of Indian parts always on hand. Expert repairing. **PIEPER & CONNOR**, 1201-1203 Bedford avenue, Brooklyn, N. Y.

FOR SALE—Large bicycle, sporting goods, tent and glove business in town of 12,000 population, where bicycles are ridden every day in the year. Finest streets and country roads in the world. New modern store, 37x100 ft., 3 years lease. Established 8 years, doing \$30,000 cash business a year. Stock will invoice about, \$7,500; can reduce quickly. Have Pierce, National, Ariel, Hibbard and many other bicycle agencies, also Maxwell automobile. A No. 1 repairshop. Owner has other interests which need his time and attention. Address **RIVERSIDE CYCLE AND SPORTING GOODS CO.**, Riverside, California.

WANTED—I would like to buy a Mitchell Motor-Cycle Model No. 52 or No. 53. Cheap for cash. **M. P. C.**, care of Bicycling World.

FOR SALE—New Columbia Motorcycle, \$150; Other makes at very low prices. Home Trainer, built for racing, strictly accurate, 8 laps to mile, rigged with electric lights, best home trainer, ever built, \$150. Fine Triplet, like new, \$40. **PARK CYCLE CO.**, 47 So. Washington Sq., New York City.

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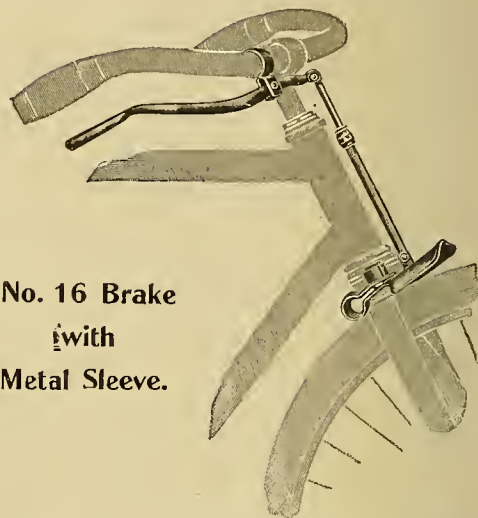
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wool, a slotted cross-head at the top of said frame, an outlet in said horizontal partition, a horizontal pin suspended from said horizontal partition, a disk provided with a bent channel and mounted to turn on said horizontal pin close to said outlet, so that the one end of its channel may register with said outlet, a hollow lever rigidly connected with said disk and engaging in the slot of said slotted cross-head, the cavity of this lever communicating with the other end of the bent channel in said disk, means for outbalancing said frame with the parts connected therewith, when there is no hydrocarburet in the layers of glass-wool, a supply-conduit for gas near the bottom of said carbureting-chamber, and a carbureted gas-outlet at the top of said carbureting-chamber.

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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, May 5, 1906.

No. 6

MAKERS' PLANS MATURE

Buffalo Meeting Pledges the Money and
Picks the Man to Conduct Campaign—
Old Officers Re-elected.

The Cycle Manufacturers' Association held its annual meeting in the Lafayette Hotel, Buffalo, on Wednesday last, 2d inst.

Officers were elected, of course, but what is of far more importance, definite action was taken toward uplifting the cycling interests by securing for them a "square deal" and that fuller measure of publicity in the public prints and elsewhere that is the bicycle's due. Funds for the purpose were subscribed and the man to take charge of the work was selected. He is Frank A. Egan, one of the best known and oldest of cycling's "old guard." He not only possesses a versatile pen, which, during the better part of a quarter of a century, was wielded in behalf of the bicycle, but there are few of the ins and outs or ups and downs of cycling with which he is not familiar. Egan probably will take up the duties within the next ten days.

This was the chief work accomplished and, of course, it was performed in harmony and in connection with the Cycle Parts and Accessories Association, which was in session in the same hotel at the same time, the conference committees of both associations—Harry Walburg and E. S. Fretz, for the C. M. A., and W. S. Gorton, H. S. White and D. S. Troxel, for the C. P. and A. A.—holding several joint meetings for the purpose. It was not, however, all that the C. M. A. accomplished.

The annual election resulted in each of the old officers succeeding himself, as follows: President, George N. Pierce, of the George N. Pierce Co., Buffalo; vice-president, Frank E. Southard, Toledo Metal Wheel Co., Toledo, Ohio; secretary, J. F. Cox, Pope Mfg. Co., Hartford, Conn.; treasurer, Harry Walburg, Miami Cycle & Mfg. Co., Middletown, Ohio. The day previous had been devoted to the meetings of

committees. The committee on jobbing bicycles had a very extended session—so extended, indeed, that several members who also make agency goods, were unable to take part in the deliberations of the committee on agency bicycles, a meeting of which was also scheduled, but which, because of the fact, was necessarily postponed until next month.

The jobbing makers, however, reached a full understanding. They smoothed out some of the discrepancies in the matters of equipment and finishes that have existed and also overhauled the list of jobbers. A number of men and concerns who are no longer jobbers or who never were jobbers, were stricken off and three classes provided for, viz.: jobbers, department stores and mail order houses.

The next meeting will be held in Niagara Falls on the first Wednesday in June, the 6th.

Practically the entire membership was in attendance, Vice-President Southard, who was detained by illness, being the only notable absentee. In addition to the other officers, these were the members present: W. F. Remppis, Reading Standard Cycle Mfg. Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; C. E. Walker and F. C. Gilbert, Pope Mfg. Co.; F. I. Johnson, Iver Johnson Arms & Cycle Co.; Edward Buffum, Consolidated Mfg. Co.; J. F. Vogel, Gendron Wheel Co.; J. W. Ash, Hudson Mfg. Co.; W. G. Schaack, Emblem Mfg. Co.; E. S. Fretz, Light Cycle & Foundry Co.; I. Schwinn, Arnold, Schwinn & Co., and E. J. Lonn, Great Western Mfg. Co. D. P. Harris, representing the H. P. Snyder Mfg. Co., the only non-member, was also in evidence.

President Pierce and F. C. Finkenstaedt—who are old friends—set a good example to their fellows. On Tuesday, when the jobbing committee was in session, they mounted bicycles and indulged in a 15-mile ride in company. Mr. Pierce had placed one of his bicycles at the National man's disposal and then tried to play a joke on him. He inveigled him into a photographic establishment and with a twinkle in his eye impressed on Finkenstaedt how much he would appreciate a picture of him a-wheel. The Bay City man is usually wide-awake, however, and discerned the twinkle and refused to take the bait. But it did not pre-

vent the head of the Pierce establishment from relating, with a hearty laugh, how near he came to getting the picture of one of his competitors on one of his (Pierce) machines.

Accessory Association "Does Things," too.

Six new members elected, dues reduced from \$50 to \$25 per year and unanimous concurrence with the Cycle Manufacturers Association in the plans for publicity and in the choice of F. A. Egan as the man to execute them—these in brief constitute the business transacted by the Cycle Parts and Accessory Association at their meeting in Buffalo, on Wednesday last.

The additions to the roll are: the Fisk Rubber Co., the Kokomo Rubber Co., the Pennsylvania Rubber Co., the Kelly Handle Bar Co., the Buffalo Specialty Co., and the New Departure Mfg. Co.

There was a deal of keen interest manifested and there is every prospect that the membership will soon include every parts or accessory maker who wishes to be considered worth the proverbial "row of pins."

All of the officers were in attendance, viz.: W. J. Crosby, Crosby Co., president; C. A. Persons, Persons Mfg. Co., vice-president; H. S. White, Shelby Steel Tube Co., secretary, and W. J. Surre, Corbin Screw Corporation, treasurer. These other members also were present: W. S. Gorton, Standard Welding Co.; D. S. Troxel, Troxel Mfg. Co.; R. D. Webster, Eclipse Machine Co.; H. T. Dunn, Fisk Rubber Co.; J. W. Gilson, Hartford Rubber Co.; C. E. Weaver, Kelly Handle Bar Co.; J. H. Whittington, Forsyth Mfg. Co.; W. J. Graham and D. W. Page, New Departure Mfg. Co.; C. F. U. Kelly, Continental Rubber Works; F. W. Waters, Pennsylvania Rubber Co., and J. B. Tucker, Mutual Rim Co. L. M. Wainwright, Diamond Chain & Mfg. Co., and W. A. Judd, Judd-Leland Co., prospective members, also were there.

Elmira, N. Y., had a representative present in the person of Roy S. Smith, who, in the name of the mayor and the chamber of commerce, invited the association to hold its next meeting in that city, the advantages of which for the purpose were pointed out. Mr. Smith also extended a similar invitation to the Cycle Manufacturers' Association.

SUFFERERS ARE OPTIMISTIC

San Francisco Dealers Hopeful in Temporary Quarters—Hopkins's Interesting Experiences.

J. W. Leavitt, of the firm of J. W. Leavitt & Co., was the first of the San Francisco bicycle merchants to reach the East since the appalling disaster which overtook that city two weeks since. He was in Buffalo on Wednesday last during the sessions of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association, and he was just as cheerful as any of the many men who were there assembled.

With the possible exception of the Pope interests, Leavitt's loss was far heavier than that of any other jobber or dealer involved in the catastrophe. Everything he owned was swept away or consumed. He carried an immense stock, which included 2,000 bicycles, enormous quantities of tires and other goods. Its total value was \$85,000, and as his insurance was but \$45,000 it will be readily understood that Leavitt had ample cause to wear a long face. He did nothing of the sort, however, but instead was as light-hearted and good natured, and as optimistic as if he had not lost a cent. He admitted that it was rather hard lines to see the result of twelve years work wiped out, and remarked with what might have been his only note of sadness, that only a month before the "shake," as he termed the earthquake, he had bought out his next door competitor, W. B. Morrill, and only the day previous to the disaster had put up a new sign, remarking at the time that the sign marked the culmination of twelve years' effort.

During his stay in Buffalo, every hand extended to Leavitt was a helping hand. All of the manufacturers who were there were ready to extend to him all the credit he desired, which induced him to observe that the disaster had at least one pleasant side.

As evidence of the universal desire to be of help, he displayed a letter from George A. Ritchie, one of his bicycle customers in Sacramento. Mr. Ritchie wrote him that he was ready to take care of any goods that might be en route, and to distribute them if Leavitt so desired. He also proffered the use of his store "if it will be of any use to you in holding some of your trade," and furthermore offered to advance \$500 immediately and \$500 more within a week. "We have plenty of room and grub at our house," concluded Mr. Ritchie, "if you and your family will come our way."

Mr. Leavitt has, however, established himself in Oakland, where he expects to remain for the better part of a year. At present, he remarked, his offices in San Francisco are in his mother-in-law's parlor. He is very proud of this mother-in-law, by

the way, remarking that, although 53 years old, she can reel off 100 miles on a bicycle as smartly as any of the seven other cycling members of the family.

Mr. Leavitt is thoroughly optimistic, and has placed orders for carloads of all the goods necessary for his trade. He says there will be no trouble selling bicycles. In fact, with the crippling of the street car lines, he believes the demand will be greater than ever.

C. C. Hopkins, the Indian agent in San Francisco and probably the best known motorcycle dealer in his part of the country, and who is very active in F. A. M. affairs on the coast, had a narrow escape. In a personal letter from Oakland, where he is temporarily established at 1262 Broadway, and where, as his printed matter states, he is "minus feathers but still on the war-path," he conveys some idea of his experiences and of the conditions that existed.

"Your telegram of 18th reached me by mail from Chicago on the 19th," he writes. "It was sent to San Jose and returned here, where I am temporarily located. The mail service has been much better than the telephone."

"I am 'down, but not out.' I lost everything in the fire, both at store and at my home. The quake did little damage to my stock—practically nothing, but we could not remove it because of the dangerous condition of a portion of the building. I got out my old tricar and with my wife on the front seat rode to San Jose, 50 miles distant. Everything that I had was lost except this tricar and the clothes we put on. Our home was quite badly wrecked. Fire came later and made a clean job of it."

"Altogether, it has been a wonderful experience. My wife and I are well satisfied to be alive. Seven frame houses adjoining our home—the top of a six-story apartment house—fell flat from the shaking and we had a rocking time for a few seconds. In it all we kept our heads."

"Louis Bill (vice-president of the F. A. M.) lives on this side of the bay and escaped injury and so far as I have been able to learn none of the members of the San Francisco Motorcycle Club were injured. Many of them have been making good use of their machines as special rush messengers. The tricars were in great demand. This catastrophe has been the biggest ad. for motor vehicles of all kinds that the world has ever known."

"I have had some of the finest letters of sympathy and offers of assistance that you can imagine. One of the first and warmest to arrive was from George M. Hendee, written from Aurora, Ill. In a time such as this, such expressions of sympathy and condolence have been most touching and we prize them dearly."

"Our S. F. clubroom was not destroyed and it is being used as an emergency hospital. The club will continue to exist, but we may postpone a few club runs and endurance contests! We have endured quite a lot recently."

"The confidence of the business men of San Francisco is not lost, but strengthened. The city will rise again. We have plenty of energy and money will come."

Trouble Overtakes the Consolidated.

The heavy load which it has been carrying for a term of years, finally has resulted in the appointment of David Robinson, Jr., as receiver for the Consolidated Mfg. Co., Toledo, Ohio, manufacturers of the Yale and Snell bicycles. Following this action, several creditors filed a petition in bankruptcy against the concern.

The receiver is now in charge and is taking an inventory to discover the exact condition and amount of the assets and liabilities. The plant will continue to be operated and the trouble will not interfere with the fulfilment of orders. The property is a valuable one and there is every prospect that, freed of its entanglements, the company will be placed on its feet again in better shape than ever before. Its disastrous venture into the manufacture of automobiles, which was discontinued several months since, seriously crippled its resources and helped to bring about the present state of affairs.

The Retail Record.

Fenton, Mich.—George De Witt, new store in Andrews block.

Ottawa, Can.—Hurd & McBride, 191 Sparks street; new store.

Charlottetown, P. E. I.—Brace, McKay & Co. have added a bicycle department.

Hammond, Ind.—J. W. McMullen, removed to Beckman-Gostlin block in Hohman street.

New Man in Mossberg Affairs.

J. B. White and C. W. Polsey, for many years secretary and treasurer, respectively, of the Frank Mossberg Co., Attleboro, Mass., have retired from that concern, their interests having been acquired by W. I. Tuttle. Mr. Tuttle has assumed the duties and titles of both offices and is applying himself to them with vigor.

Brackets for Motorcycle Lamps.

F. B. Widmayer, 2312 Broadway, New York City, has just designed and is now placing on the market, special motorcycle lamp brackets to fit the head lug bolt on the Indian, R-S and Thor type of motorcycles; these brackets are made in two styles, one to hold two lamps side by side and the other style to hold one lamp.

Japanese Seek Lower Import Duty.

The Japanese bicycle dealers of Yokohama have presented a petition to the Lower House asking for a reduction of the import duty on bicycles from 40 per cent. to not more than 20 per cent.; the latter is the ad valorem rate imposed on electric carriages and railway locomotives.

TO FOLLOW GLOBE GIRDERS

They will Report their Progress and Detail their Travels in The Bicycling World.

Readers of the Bicycling World will be able to follow Lester R. Creutz and George E. Holt, as they traverse the face of the earth on their bicycles. Their pens and their cameras will tell their story in these columns each week—a story that promises much of interest and of adventure. June 15th next will see the prospective globe girdlers started on their way and they do not expect to see home again before two years have elapsed, all of which will be spent "on the road," or on the steamer, for 20,000 miles of the 50,000 that they expect to cover will have to be traversed by means of the latter conveyance, the remainder being done a-wheel.

As previously detailed, their route will take them from New York to Liverpool and once there the ambitious Illinois cyclists will bid adieu to any other form of travel except the bicycle until England, Scotland and Wales have been covered, followed by a jump to Ireland and a second short steamer trip to the Continent, arrival at which will actually mark the beginning of the serious work of the trip. Belgium, Holland, Denmark and Sweden will be the first countries visited in the order named and from Stockholm their route will lead them to St. Petersburg, in case the Czar's dominions are not then in the same active state of "pacification" that now distinguishes them. Otherwise Russia will be given a wide berth.

From St. Petersburg they will again turn southward through Germany, and if the former city is not visited the return will be made from Stockholm. Proceeding in a generally southwesterly course they will pass through the "Fatherland," France and Spain in an attempt to keep winter behind them. And in order to do this they expect New Year's day 1907 will find them in northern Africa. Here again their route will depend very largely upon circumstances. If the natives happen to be peaceable their itinerary will take them through Tripoli, Algeria and Morocco. A white man risks his neck by venturing among these fanatical Mohammedans at any time, but it is practically equivalent to committing suicide to do so when they are in a state of uprising such as has characterized them for several months past. If fortune favors they will even tackle the shifting sands of the great Sahara desert and under the protection of one of the huge caravans make their way to Timbuctoo.

With the advent of spring and mild weather they will again start northward, taking in Sicily and thereafter ascending the Italian Peninsula and so on up through Europe in a line parallel to that on which they descended previously, making a turn

eastward to take in Turkey and Greece. Thence to Egypt, through the Holy Land and then down the Red Sea, making their way again a-wheel around the Indian Pen-



LESTER R. CREUTZ.

insula, and including Ceylon in their itinerary. Then still eastward through Malay, Burmah and Siam to Singapore. Thence to Sumatra and Borneo and from there to



GEORGE E. HOLT.

Manila. Japan will next be visited and from there the homeward trip will begin with a stop at Hawaii, finally landing in San Francisco.

Waited five minutes on the corner for a street car and then had to hang onto a strap for twenty minutes more? Would not a bicycle have saved you the wait and discomfort and done you, physically and mentally, more good?

TO CROSS THE CONTINENT

Cleveland Motorcyclist will Seek to Create new Record—Start from San Francisco.

Louis J. Mueller, the Cleveland, Ohio, motorcyclist, who, for the past year, has been consumed with desire to cross the continent on a motor bicycle in record time, finally has completed arrangements to satisfy his longing. The fact became known on Wednesday last when Mueller (pronounced Miller) visited Buffalo, and was discovered at the Auto-Bi factory in close confab with W. C. Chadeayne, who only last year made the journey from ocean to ocean.

Mueller, however, will not ride an Auto-Bi; an Indian will be his mount. But despite the fact, Chadeayne gave to him all the data which he collected during his strenuous trip, also the benefit of his very varied experiences.

Unlike Chadeayne, Mueller will not start from New York and ride westward. The Cleavelander will start from San Francisco and, of course, ride eastward. It is his intention to set out about August 1st. He will aim to reach New York in thirty days, but failing that, he will be bitterly disappointed if he fails to beat the automobile record of thirty-three days. Chadeayne made the trip in 48 days, 11 hours, 35 minutes.

Mueller is a big, husky chap who knows motorcycles from the ground up, and he is a road rider of daring type. He gave proof of it last August when he rode from Cleveland to the F. A. M. meet at Waltham, Mass., more than 700 miles, in four days, and this despite the fact that on two of the four days hard rain fell.

Weintz Wins Military Championship.

Louis J. Weintz, of the New York Athletic Club, who is also a member of the Twenty-second Regiment Engineers, won the one mile open bicycle race for the military championship of New York City, at Madison Square Garden, last Saturday night 28th ult. F. E. Adams, of the same regiment, finished second, and Oscar Becker, of the Thirteenth Regiment, was third. Time, 3 minutes 12½ seconds. As this crack "plugger" won both the other championship events on the previous night he is unqualifiedly the military champion cyclist of New York.

Revival of "Dead Broke" Touring.

Another "dead-broke" bicycle trip is recorded. Charles Dunlap and Homer Elliott, two cyclists of Piqua, Ohio, will start to-morrow (Sunday) from Pittsburg, Pa., for Des Moines, Iowa, the journey to be made within twenty-five days. According to the conditions of the wager they must report in Des Moines with \$75 each and the rules impose that they must not beg, steal or otherwise "bum" their way, but may work by any legitimate means.

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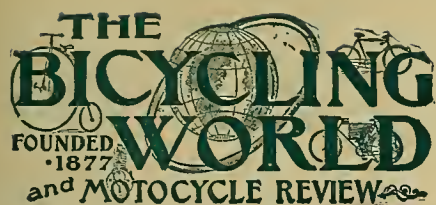
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 Address us at P. O. Box 649.

NEW YORK, MAY 5, 1906.

One of God's Best Gifts.

Every once in a while one of those often wise, and sometimes amusing, chaps whom we call an editor makes the startling discovery that cycling is "dead." It may be that a lowly reporter, having discarded his cigarette for the nonce, was first to make the "discovery," and that his chief has taken his word for it and merely elaborated the idea. Like as not, the great editor has rushed from his home to an ill-smelling street car, or into a very swiftly moving car rushing through the very bowels of the earth, and emerging, has darted across a busy thoroughfare to bury himself in one of those stuffing boxes termed an office. He remembers the day when he could not reach a street car, his home or his office without literally dodging a procession of bicycles. Following what the reporter has "discovered," the present comparative fewness of bicycles leads him to believe that his underling's "discovery" is well founded. Accordingly, he editorializes, and the men and the women in the street, perforce, agree. They, too, recall the time when dodging bicycles was a daily practice.

These editors and these reporters, and these men and women are the denizens of

the big cities. Perhaps the editor's publication glows with enthusiastic reference to the boom of the automobile. Like as not, some of the men and women who once rode bicycles are now possessed of automobiles. Perhaps they believe them the acme of enjoyment. The automobile certainly moves more swiftly than a bicycle ever will be moved; it is larger; it is showier; it is noisier; it raises more dust and it costs infinitely more than the silent two-wheeler. Noise, and showiness, and expensiveness have been known to alter the angle of the mind's vision. The automobile is all right; it serves a large purpose, and at the present moment it looms as large in the public eye and in the public prints as the bicycle once loomed. And it is being overdone as the bicycle itself was overdone; its day of reckoning is almost due, and then must it go through the fire through which the bicycle has passed.

For the sake of the bicycle, and for the benefit of man, it is most unfortunate that there ever was one of those booms that lead directly to the fire. It brought about the conditions and made possible the "discoveries" and comparisons which enable the editor and the reporter, and the unthinking man and woman in the street, to fancy that cycling is "dead." But cycling is not "dead"; it can never die. The world would be infinitely worse if its demise was possible. For, though it may seem an exaggerated definition, the bicycle stands as one of God's best gifts to man. Reverend Henrietta G. Moore once expressed this sentiment in happy language.

"The bicycle pumps pure air into the lungs," she wrote. "Pure air is the divinest maker of humans—physically, mentally, morally. The bicycle compels good roads; good roads inspire other refinements of civilization. The wheel is the creator of a stronger people and a more beautiful world."

The same sentiment was thus voiced by the Reverend Francis E. Clarke, President of the Society of Christian Endeavor:

"Why should it be unworthy of the pulpit to call the bicycle 'a means of grace?' Its invention reveals God's glories in nature to a million city-begrimed toilers. The favored few cross the continents or oceans to see a famous picture, or a lovely landscape, but here is a little affair with two wheels and some steering gear that can show us over a thousand beautiful nature pictures every year, and while we are journeying to them, give at the same time health, and muscle and length of days."

The gospel of cycling is the gospel of sunshine—the gospel of pure air and outdoor exercise and the change of scene which constitutes the mainspring of health, as health itself may be said to constitute the mainspring of happiness.

In the lives of many men, there comes a time when some of these truths are at last forced home. It is usually the time when health has gone awry. Then it is that the meaning of sunshine, of pure air and outdoor exercise, and of change of scene are emphasized; then it is that the man whose bicycle may perhaps have lain long unused in attic or in cellar again turns to what he knows is an instrument of health that is without a peer. Deep down in his heart he has always known it, but shall we say that laziness has permitted the truth to go to waste? Mayhap not even his frame of health moves him to make use of the little instrument that would perform the mending.

If affluent, like as not, he has recourse to a motor car with its swift rush, its dust, its goggles and its whatnot. A motor car may provide sunshine, but it cannot repair wasted tissue nor pump air into the lungs, and too often the change of scene is but a confused blur.

Perhaps he has recourse to golf—a pleasant pastime and one that takes him out into the sunshine, but who will say that it pumps pure air into the lungs or offers change of scene? Affluent or otherwise, perhaps he walks. Health resorts are peopled with men and women who, when they do not loll behind a hired team, walk; that is to say, they dawdle—dawdling is the usual form—and the dawdling generally is performed over a given course. Nothing is so pitiable as a walker at a health resort. Pure air he may obtain, but it is not pumped into his lungs; the beat of his heart is not quickened, the flow of the warm blood that purges the arteries of their stagnancy, is not felt; the change of scene is limited. The walker cannot go far afield and, perforce, his change of scene is sadly circumscribed.

What, then, as a means of health, or 'a means of grace' but the bicycle? Its very name suggests sunshine—its very use compels deep breathing that pumps pure air into the lungs. It opens pores; it causes the warm blood to circulate; and scenes change with the mood of the rider. No path is too narrow to permit it. What wonder then that the Reverend Moore and the Reverend Clarke should speak of it ecstasically? What wonder that it has effected cures, even of the dread scourge, consumption,

when doctors and their drugs have failed? What instrument other than the "little affair with the two wheels and some steering gear" brings to them those "thousands of beautiful nature pictures" with such ease and readiness and so economically? Slumbering indeed must be the soul of the man who rides, or who ever rode and cannot recall them—that is to say, the man who rides, or who rode rationally. What service for many men and many homes did not, and may not, the bicycle perform? For answer, view the groups of young men idling on the street corners, shooting ivory balls around a green table, or seated idly in closely packed stands looking on at this sport or that one.

There is another side of cycling which is not given to the dweller of the large cities, and which yet tells glowingly why the bicycle is not "dead" and cannot "die." It is the side of utility. Where trolley tracks have not gridironed the town, there will be found real recognition and appreciation of the bicycle's utility. In such places, the dweller must either walk or own a horse; walking is slow and toilsome; horses are expensive and rarely convenient. Economy is one of the cardinal virtues of the bicycle. Its convenience, its ever-readiness, its celerity, are others; and it is as available and as safe for the girl as for the boy, as for the woman as for the man.

There is nothing so good as the bicycle; there is nothing so many-sided; there is nothing that can ever take its place. It is the simplest form of locomotion—of pleasure. It is the readiest and most effective medium of health and always it is within the reach of all mankind. It has not "died"; it cannot "die." The men who pen such calumnies usually are officed in high buildings, and from high places all things below seem of diminished size. Far from expiring, the past year alone has served to show that cycling is regaining the health that should belong to it, and that always would have belonged to it but for that giant wave of frenzied interest and use which so quickly carried it to a height from which it toppled; and from such heights any other means or instrument must have toppled when borne upward with such an irrational rush.

The sale of bicycles has increased; the tide of exportation of bicycles, which was so long at ebb, has turned at last, and once more that department of the industry is on the up grade. There are more bicycles being used, and every day is seeing more of them purchased, or brought from their cob-webbed resting places. More cycling

clubs are being formed, and more real interest—and live and rational interest this time—is being displayed than for a term of years.

As for that comparison with the automobile, which is the favorite comparison of the prints and the populace, let it be enough to say that within recent weeks the sworn testimony of one highly positioned in the automobile industry has brought out the fact that during the past three years 30 of the largest and most prominent plants devoted to motor cars have produced only some 47,000 vehicles. In the same period of time, some 20 bicycle factories have produced hardly less than 750,000 bicycles. Against the comparison, let there also stand the proven statement of a cyclist in one of the smaller towns—that in his community there are 200 automobiles and 2,400 bicycles actually in use. The situation is the same the world over. The bicycle is the mount of the people. It outnumbers all other vehicles and numerously.

Better than all the printed statements of editors in high buildings, and better than the unthinking prattle of men in the street will these figures repudiate the charge that there is anything the matter with cycling. Cycling is distinctly all right. The only thing that ever was the matter with it was that epidemic which properly was termed the "bicycle craze."

If he or she will but see it, the man or the woman who owns a bicycle and does not ride it, or who can purchase one and does not purchase it, is putting aside one of God's best gifts to man or to woman—a gift that makes for sunshine, for health, for happiness and for all-around utility such as the world knows not in any other shape.

If there be those who maintain that cycling is "too much like work"—and we have heard them lift their voices—the motor bicycle awaits their welcome. With it they may attain the sunshine, pure air and many more "thousands of beautiful nature pictures" and may yet pedal and pump air into their lungs and cause the blood to course freely, and whenever they will and where.

The "bicycle idea" will not down. In one form or another, or both, it must endure to the end of time; it is a gift too great to pass or to be suffered to pass.

Tell that friend of yours that if he quit taking those pills and got out in the sunshine on his bicycle occasionally, he'd feel a whole lot better and stay so—and the bicycle will be a good deal pleasanter to "take," too.

FIXTURES

May 6—Brooklyn, N. Y.—Brooklyn Motorcycle Club's open century run, Brooklyn to Patchogue and return.

May 6—Jamaica, L. I.—Edgecombe Wheelmen's ten-mile road race on Hoffman boulevard; closed.

May 6—Camden, N. J.—Atlantic Wheelmen's sixty-mile road race to Atlantic City; open.

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 20—Valley Stream, L. I.—Century Road Club Association's fifteen mile handicap road race; open.

May 30—Detroit, Mich.—Detroit Wheelmen's annual twenty-five-mile handicap road race on Belle Island; open.

May 30—Washington Park, N. J.—Bicycle race meet; open.

May 30—Chicago, Ill.—Chicago Motorcycle Club's race meet.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.



THE AFTERNOON VISIT

WEAK CARD AT VAILSBURG

Good Finishes but few Stars at Opening Meet—Police Commissioner Present.

There was little eclat at the re-opening of the time-honored and time-worn—the latter best expresses the condition of its surface—Vailsburg (N. J.) board track on Sunday last, 29th inst. Not that the "fans" did not want to usher in the season by "whooping things up," but when they took their seats the people were confronted by two warning signs, one in front of the grandstand and the other at the bleachers, which bore the admonition: "Spectators are requested not to make any unnecessary noise." The reason for these warning signs is too well known to be detailed. The tip had gone around that the police would again this year, as they did last, put a stop to Sunday racing, but whoever sent out the information evidently had imbibed not wisely but too well. The only policeman anywhere near the track was a special officer on the outside of the grounds, who sat on the curbstone while the races were in progress. Police Commissioner Castle occupied a seat of honor in the grandstand and was an interested spectator, and now there is small prospect that Sunday racing will be interfered with, for the police commissioner sealed his approval of the races by thus sagely expressing himself:

"There is no more harm in Sunday bicycle races than there is in Sunday golf. Sunday golf is a rich man's sport, while Sunday bicycle racing and Sunday baseball are for the poor man. If one should be countenanced, so should the other. If all the meets are conducted as well as the one here today, I can see no cause for objection."

One can not conscientiously avow that the first meet of the season was unqualifiedly a success. It was so in some respects and in others the reverse was the case. Last year the opening meet attracted nearly 4,000 spectators; last Sunday the figures hovered closer to 2,000.

To begin with, the average "fan" must have excitement, and plenty of it. If it be not furnished him, his interest lags, becomes dormant and finally dies, taking his presence with it. So to keep a cycle racing "fan's" interest at fever heat he must be furnished with the best racing that it lies within the power of the promoter to afford. It is not to be denied that a large percentage of Newark's race-goers attend for the primary purpose of seeing amateurs ride. Amateur riders furnish as thrilling sport, and much cleaner, by far, than professionals, but from a gate office standpoint the only way to draw crowds, paying crowds, is to furnish a cracking good card of professional races, as well as amateur events, on which the names of those riders who have made the track famous appear as competitors.

There was a noticeable lack of first-raters

in the two professional events at the track Sunday. Excepting W. S. Fenn, the Bedell brothers and Floyd Krebs, the others were either "has beens" or "to be's." The one mile open was contested by nine riders, only, five in the first heat and four in the second. W. S. Fenn won the first with Menus Bedell and George Glasson next in order. In the second heat John Bedell and Floyd Krebs finished in this order. In the final heat Fenn, who, by the way, has had no training since the season closed last year, rode a good race, but was unable to do better than third, John Bedell finishing first, and his brother second. Fenn fought off a jump on the part of "Herr" Krebs in the backstretch of the last lap and his efforts apparently were too much for him.

He gave a better account of himself in the two mile handicap in which there were eight starters, the Bristol man being the lone occupant of scratch. Al. Guery, of Newark, was placed away out on the 250-yard mark and led for the first three laps, when George Glasson took up the running for two rounds. Then Teddy Billington, the only one of the recently turned amateurs who had sufficient courage to line up with the money chasers in a straightforward manner, led for two laps and earned his first two dollars as a professional. Billington was well received amid the shuffling of feet, which, in lieu of cheering, was considered the effete ovation. The last lap saw some changing of positions. Krebs was seized with an innate desire to lose the bunch and started away as if the devil was after him. The allegorical imp was not, however; it was only Fenn. The pair came around the last turn with the erstwhile "Flying Dutchman" slightly in the lead, but by a pretty sprint the "Boy Wonder" that was once upon a time long, long ago, moved up alongside and beat his opponent to the tape by about a foot. Menus Bedell beat John in a blanket finish for third place and Charles Schlee got fifth.

Rupprecht, Franks, Ashurst and Zanes, the recently turned amateurs, did not ride, although some of them were at the track and took pains to explain that they are trying to be reinstated as amateurs. If they are, there will be a noticeable dropping off of amateurs.

The amateur events were well filled and afforded good sport. There were "only" thirteen added starters in the five mile handicap, with three trial heats at two miles and the final. Henry Vandendries was the lone scratch man in the first heat and he failed to make good. He had been touted in the New Jersey papers as being "the" star of the meet, but however good the New Yorker thinks he is, his riding at Vailsburg Sunday demonstrated that he requires a trifle more speed to connect with the long markers from scratch. Vandendries sat up before the bell lap. Louis J. Weintz, of the New York Athletic Club, who won the title of military bicycle champion last week, started from scratch in the second heat but also failed to qualify. Watson J. Kluc-

zek, champion of the Roy Wheelmen, was Weintz's co-marker and he did most of the pulling. Kluczek tried to go the distance alone after awhile but failed to get in. Jacob Magin, of the National Turnverein Wheelmen, was the sole scratch man to qualify, and even he was not placed in the final, although it was not the fault of Martin Kessler, of the Edgecombe team.

There were two spills in the final heat and in one of them Kessler went down with several others. He remounted and set out to pull Magin up to the long markers. After repeated warnings from the officials Kessler quit. In the final heat Edward Siebert and C. Anderson, who had a long handicap, alternated pace and led for two miles when August Huron and Adam Beyerman got into the running. At 2½ miles Kessler began his pacing the back-markers and his work was so effective that Magin was enabled to mix with the bunch at the four mile turn. Henry Larcheveque, of the Roys, led at the fourth mile, when Huron, of the same club, took up the running and led at the bell followed by George Cameron, the sturdy plugger of the Eighth Regiment. By a well-timed sprint on the stretch, Frank W. Eifler, of the Century Road Club Association, beat out Cameron, Adam Beyerman crossing third. Larcheveque finished a good fourth. The time was 4:47¾.

Louis J. Weintz, of the New York A. C., won the half-mile open for amateurs, with Jacob Magin, second; George Cameron, third, and J. Watson, fourth.

The meet was conducted by the Bay View Wheelmen, of Newark, one of if not the largest cycling clubs in the country and most of the officials were taken from its ranks, although A. G. Batchelder, president of the National Cycling Association, acted as referee, and R. F. Kelsey, chairman of the Board of Control and John C. Wetmore, the official handicapper, had positions along the track. The summaries:

Quarter-mile novice—Final heat—Won by Gustave Duester, C. R. C. A.; Walter Raleigh, Brooklyn, second; Harry Gottschalk, Bay View Wheelmen, third. Time, 0:34.

Half-mile open, amateur. Final heat—Won by Louis J. Weintz, New York A. C.; George L. Cameron, Eighth Regiment, second; Jacob Magin, National Turnverein, third; J. Watson, Newark, fourth. Time, 1:08.

Five-mile handicap, amateur—Final heat won by Frank W. Eifler, C. R. C. A. (170 yards); George Cameron, Eighth Regiment (235 yards), second; Adam Beyerman, New York (100 yards), third; Henri Larcheveque, Roy Wheelmen (260 yards), fourth. Time, 12:41¾.

One mile open, professional—Final heat won by John Bedell; Menus Bedell, second; W. S. Fenn, third; Floyd Krebs, fourth. Time, 3:19.

Two-mile handicap, professional—Won by W. S. Fenn (scratch); Floyd Krebs (40 yards), second; Menus Bedell (80 yards), third; John Bedell (20 yards), fourth; Chas. Schlee (120 yards), fifth. Time, 4:47¾.

About the Bicycles of 1906

Nowadays there's not much room for change or improvement in bicycles. In the 18 or 19 years during which the safety type of bicycle has been on the market, it would appear rather a sorry reflection on the ingenuity of those concerned with them had they not reached that state of comparative perfection beyond which man's effort is practically unwavering. It would be as reasonable to expect marked improvement or startling change in carriages. The bicycles of yesteryears, some of which are here depicted, prove that designers strove long and nobly before they reached the present point beyond which progress seems impossible.

Generally speaking, there now are but three classes of bicycles—good bicycles, "pretty good" bicycles and poor ones and even the term "pretty good" is a term of doubtfulness. Good bicycles were never so good, poor ones never were poorer, but it may be added that the latter never looked so good. Enamel was never so artfully laid on. It is a suggestive commentary that rarely is the name of the manufacturer of these questionable wares placed on them. The goods are made to be sold by others and the output of some bicycles may masquerade under a dozen different names and be marketed at a dozen different prices.

"There's a sucker born every minute." This is not a very elegant diction, but it is thoroughly expressive of the influence that dominates the production and sale of these cheap bicycles. The people that place them

on the market are "after" those "suckers." They are their legitimate quarry. A \$14.19 or a \$19.14 or some other odd price attracts the sucker and if the bicycle looks good and is befogged by high sounding description, the rest is easy. That such merchandizers know their game, is evidenced by the one rule that invariably governs their order to the bicycle manufacturer and which is historic:

"We don't care how the bicycles are made or what they are made of, but they must be cheap and they must look good."

It is merely another form of the "gold brick" game which is not by any means confined to cheap bicycles. There have been lots of men who brought themselves to believe that the gilt brick offered them for say \$19.14 really was gold.

Save to sound a note of warning—for the "gold brick bicycle" has served mightily to injure the cycling interests—it is not the purpose to here deal with bicycles the sole recommendation of which is that they "look good."

The bicycles that help cycling and make cycling truly pleasurable are the good bicycles—the high-grade bicycles that bear the badges of honor—the established nameplates of the manufacturers who actually produce them and the equipment of which is in keeping with their reputations. These bicycles command their price because they are worth it. In contradiction to the other kind, they not only look good, but are as

good and as safe as they look. It takes more labor and time to produce one of them than it takes to produce four of the "gold brick" variety and the cost of equipment probably will average five times as much.

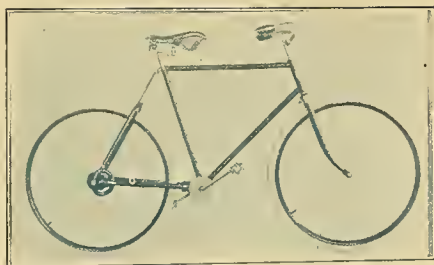
As has been suggested, there is little room for change or improvement in such bicycles, but small as it is, the improving effort is not lacking or always without result. Thus, the Pope bicycles and the Racycles, for instance, are not exactly as they were in 1905. Their makers found a way to make their frame lines more scientifically correct. The frames had given no trouble, but there existed that desire to attain perfection; hence the new lines. They mean only the slightest changes of angles—the average rider unaided might not detect them, but the changes meant expense and they stand for progress. Thus, too, Pope has adopted here a new spindle hub and there a flush head cup, and the Racycle a new and lengthier form of reinforcement. It all counts. It proves that bicycle makers, the high-grade makers, are still alert, still studying, still striving to make good goods even better. Nor are all bicycles yet alike. One needs but examine a Racycle or a National or almost any of the others to discover that there is no dead level of monotony and that each has more or less individuality of its own. And what with the increase of coaster brakes and of cushion frames, the high-grade models of 1906 form a striking array combining comfort with pleasure and utility with both.

When one sets out to accomplish an object and fails, he is usually disappointed. Not so with the George N. Pierce Co., of Buffalo, N. Y., however. Their's is jubilation and of the most glad some sort. For several years the Pierce company has been endeavoring to discover some means whereby their famous line of bicycles could be improved upon. That they have not succeeded has been the cause of keen gratification, for it undeniably shows that Pierce wheels are like old friends—"tried and true." Year before last the Pierce Co., in an earnest endeavor to give the purchaser more for his money, asked all their larger agents and confidants for suggestions that might aid

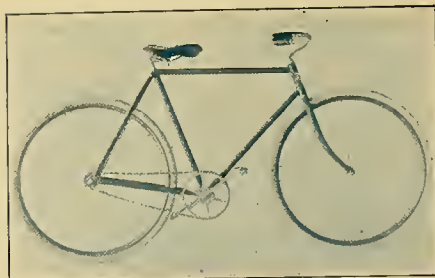
the refining hand in the design of new models. The answers all bore the same expression, "there's nothing more that could be desired for the Pierce." Consequently, the most the Buffalo manufacturers could do was to give the buyer more for his money, and the spring forks, which previously had been a "\$5 extra," was incorporated in the higher-priced models gratis.

During the last twelvemonth the experience of the Pierce Co. has been identical with that of the year before, that this make of bicycle has reached its millenium of perfection and as well as nigh perfect as human ingenuity can make it. Therefore, the Pierce line for 1906—comprising ten

models—is identical with that of 1905, and, in fact, identical with the productions of the year before. The Pierce Co. still believes and always has, that where man is concerned, woman also is similarly interested, so of the ten models exploited the opposite sex has fared well in the distribution of models. There is the chainless with cushion frame and spring fork, at \$80, and these chain-gear models, special, at \$57.50. The roadster, similarly equipped, sells at \$52.50, and the rigid roadster may be had for \$40. The racer, the kind that has played no small part in the seven years' brilliant success of the National Champion, Frank L. Kramer, is listed at \$50, while the com-



Columbia Cushioned Chainless, \$100.



Tribune Roadster, \$40.



Reading Standard Racer, \$50.

pany also makes a special track pace follower, employing a 26-inch front wheel, which sells at the same price. Flangeless hubs, double plate fork crowns, the crank hanger with the left crank and axle in one piece, and their patented seat post and handle bar binders constitute Pierce features.

Twenty-eight years' experience in the building of bicycles has not induced the Pope Mfg. Co., of Hartford, Conn., to complacently "rest on their oars." Evidence a-plenty in support of the fact is to be found in such of their famous products as even the 1906 Columbia, Cleveland and Tribune. To tell the whole truth, the Pope chainless models at from \$75 to \$100, and the \$50 and \$40 chain geared models have been practically re-designed. The effect, of course, is not startling. Perhaps the casual observer would not notice it, but is it none the less true, as stated, that the frame lines and angles have been recast. In the case of the chainless models it has permitted a reduction of two pounds in weight, so that this type of bicycle is now of practically the same weight as the chain model.

Although produced in the same factory, each of the Pope bicycles retain certain distinctive features; thus, the Columbia road racer is finished in chrisoberyl, the Cleveland in translucent blue, the Tribune in robin's egg blue. Similarly, the Columbia, Cleveland, Tribune and Rambler have each an individual two-piece crank-hanger of their own and the equipment likewise is distinctive. The Columbia has been fitted with the Jacobs hubs, and the Tribune and Cleveland with spindle hubs. The Columbia and Tribune have also been provided with flush head sets and shorter heads and D shaped front forks. Some minor refinements have been made in the good old

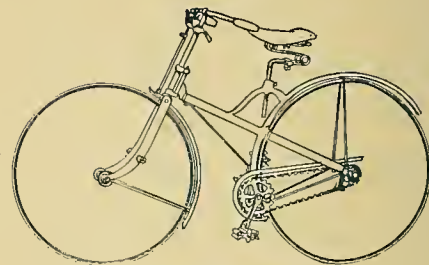
Rambler also, but in general it retains all of the characteristics that so long have placed the Rambler in a little class of its own—the fish mouth and spear head form of reinforcement, the "claw" type of crank-shaft and sprocket, etc.

The Pope Mfg. Co. retains its group of \$25 chain bicycles—the Hartfords, Westfields, Stormers, Crescents, Monarchs and Imperials—each of which in the words of the Pope people "is from designs specially drawn for the production of this season's goods."

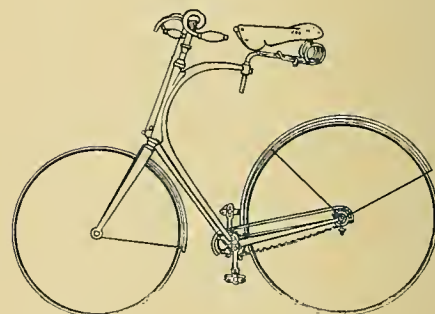
If people rushed to their bicycles as quickly and as regularly as they rush to drug stores, the dividends of the medicine makers would shrink sadly.

For eighteen years Gendron bicycles, made by the Gendron Wheel Co., Toledo, Ohio, have constituted one of the "landmarks" of the industry. They have been made, and are being made, without fads or frills and sold without fuss and fireworks—much like the brook that "goes on forever." Gendron bicycles are good bicycles and though their makers also produce the Reliance, they are as "twins." They differ only in "dress"—in equipment. The one lists at \$40, the other at \$35, and there is full value in each of them. Each of the models are constructed of one-inch tubing and have the prevailing flush head cups as well as flush frame joints and employ the Gendron two-piece crank-hanger.

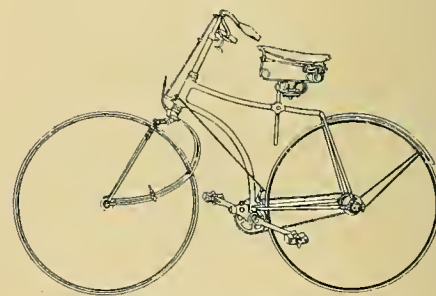
The Gendron company also makes a 24-inch Juvenile for boys and a 26-inch Juvenile for girls, in addition to their varied assortment of ball bearing velocipedes, tri-cycles, pedal propelled miniature "automobiles," "locomotives," and other toy vehi-



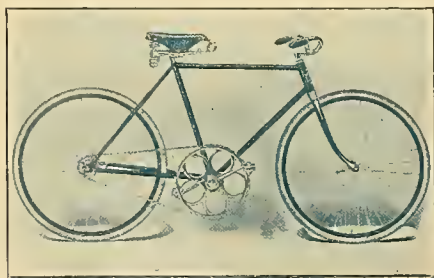
Columbia, 1888.



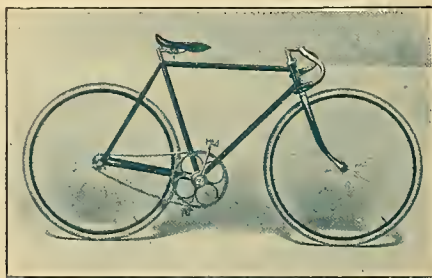
Rambler, 1888.



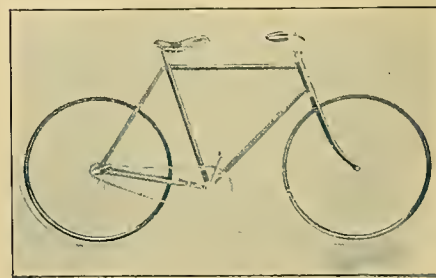
Victor, 1889.



Racycle Pacemaker, \$65.



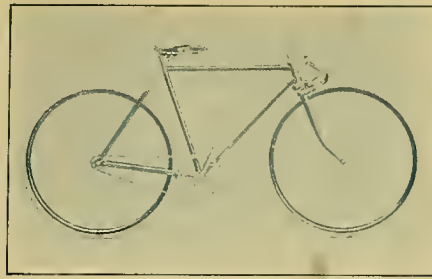
Racycle Racer, \$55.



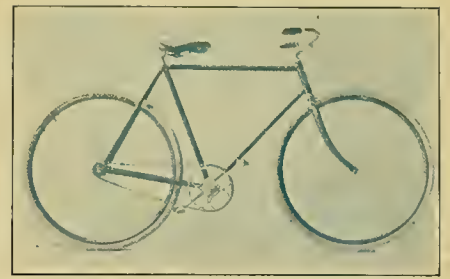
Yale Roadster, \$30.



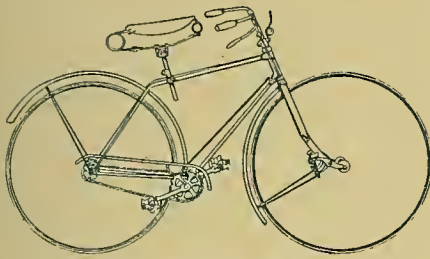
Reading Standard Road Racer, \$40.



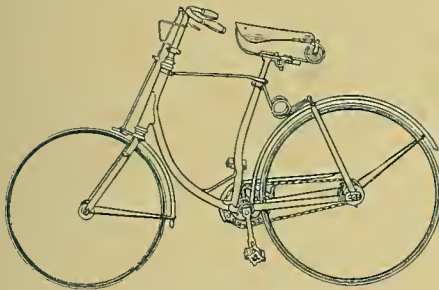
Yale Racer, \$50.



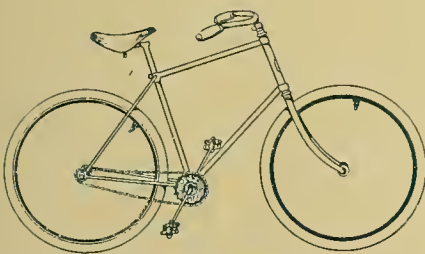
Cleveland Roadster, \$40.



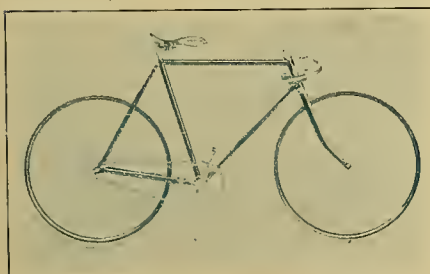
Columbia, 1891.



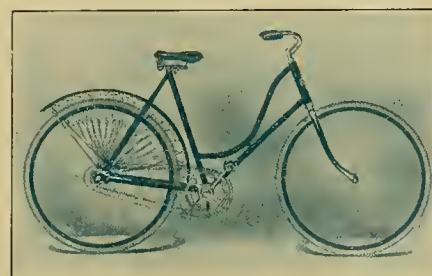
Rambler, 1891.



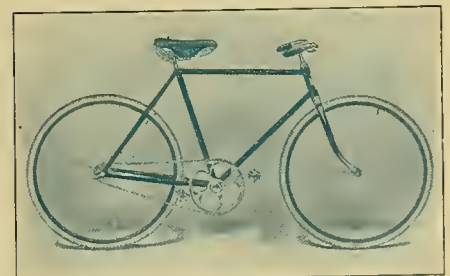
Victor, 1893.



Snell Light Roadster, \$35.



Ladies' Racycle, \$40.



Racycle Roadster, \$40.

cles designed for the use and pleasure of small tots.

The National Cycle Co., Bay City, Mich., scarcely needed to proclaim as they do proclaim in their 1906 catalogue, that they continue to do as they have done since their beginning, i. e., "build good bicycles, and good bicycles only." There never was a doubt about the goodness of Nationals or that the goodness would be diluted. They are and always have been a credit to the nation and, it may be added, they are the sort of bicycles that cannot fail to interest the purchaser who desires to be "shown." They have features all their own and not a faddish or fanciful feature in the lot. Each is designed to serve a purpose and it serves it, too, and has served it for a term of years, for the Michigan factory has found it impossible to improve upon 1905 models, so this year their riders will find themselves as well suited as last year.

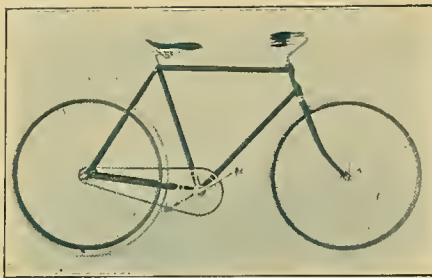
Ten models offer a wide range for selection. Models 82 and 83 are roadsters and list at \$40, while Nos. 84 and 85, employing the cushion frame, sell for \$50. Models 88 and 89 are cushion frame chainless, selling at \$80, while the rigid chainless (model 87) also remains the same price as last year, \$70. Racing cyclists who ride the National will be glad to know that Model 90 has changed neither in construction nor in price, \$50. The National racer's special blue finish, with red head and aluminum finished rims, set off with a blue stripe, make it "a thing of beauty and a joy forever," and well worthy to bear the name National. The National pace follower, model 90 special, while designed as a track wheel, is sufficiently strong for daily use on the roads as it does not employ the pro-

verbial straight front forks, consequently is "limber enough to take any and all bumps."

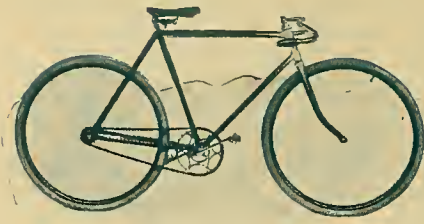
Some of the features which are original with the National people are (1) the crank-hanger bearing, which is complete in itself, and is independent with the frame of the machine, it is practically dust-proof and permits a lateral adjustment to insure perfect alignment of the sprockets; (2) the chain adjuster, which was patented in 1903 and has been used ever since, in which the adjustment of the chain is controlled by two scrolls, working in unison over the teeth on the rear fork ends, at all times making the axle locked in position; (3) the seat post binder, which avoids the use of counteracting threads, has but two parts—the nut which fits in the top of the frame fitting and the circular spring wedge which clamps and holds the post when the nut is screwed down; (4) the sprocket fastener which makes a fastening that is positive and will not work loose by hard usage; and (5) the National spring forks, which are made up of a double crown and two counteracting springs which are contained in the fork stem. It weighs only four ounces more than the regular fork and is supplied as an option at \$5 extra.

"There is more exercise, more fresh air per minute, more sport, more tingle of achievement to be had on a good bicycle, than in any other form of outdoor life."—Albert Edward Winship, L. D.

Among the names the utterance of which is calculated to induce the cyclist "to sit up and take notice," there is one that rarely fails of that purpose—the Racycle. The history of the Racycle is not the history of



Hartford Roadster, \$25.



Royal Reading, \$30.



National Racer, \$50.

other bicycles. It made its appearance at about the time the unfortunate boom was petering out. Its makers, the Miami Cycle & Mfg. Co., of Middletown, Ohio, had tasted neither the sweets of that period of that period of frenzied but unparalleled prosperity, nor had they felt any of the bitterness that came after. They had no traditions to which they must uplive, or which they must outlive; theirs was all fresh and undiluted energy and enthusiasm. How well and how widely it was directed the proud position which the Racycle has attained, and the great measure of popularity and sale which it enjoys, and has enjoyed, is all sufficient evidence.

The 1906 Racycle is convincing proof that its makers are still thoroughly wide-awake and losing no position to make their position secure. The new models bear plentiful proof of the work of the refining hand. While to the ordinary eye it may not be apparent, the frame lines and angles have been wholly altered, and are now even more scientifically correct than previously was the case. The tubing of which the frame is formed, is also heavier, being of 19 gauge instead of 20 gauge as formerly. The reinforcements and the heads likewise have been made of heavier stock and the forks are wider.

It goes without saying that the Racycle people are exploiting with no diminished aggressiveness the special features that have served to make their product famous. The crank-hanger is, of course, the great big feature. With the bearings located in the bosses or shoulders of the cranks and thereby placed outside the sprocket and on the sprocket side, the direct pull and perfect

balance that is afforded is made the most of. The claim that this form of construction reduces by 27 per cent. the friction on the bearings is repeated as aggressively as of old. The fact that the construction of the hanger forms also a magazine or reservoir which is charged with 10,000 miles of oil before leaving the factory, and that the bearings thereby are constantly running in oil, is another detail which is exploited handsomely. The manner in which this form of construction permits the use of large sprockets front and rear, and the bi-plane or flange sprockets, are likewise emphasized to correspondingly good advantage.

For 1906 the Miami Cycle & Mfg. Co. is producing the Racycle in 10 models, viz.: Pacemaker, model 110, rigid frame, \$65; Pacemaker, model 110 A, cushion frame, \$75; Racer, model 111, \$55; Roadster, model 112, rigid frame, \$50; Roadster, model 112 A, cushion frame, \$60; Ladies', model 113, rigid frame, \$40; Ladies', model 113 A, cushion frame, \$50; Roadster, model 114, rigid frame, \$40; Roadster, model 114 A, cushion frame, \$50; Rigid Roadster, model 115, \$37.50.

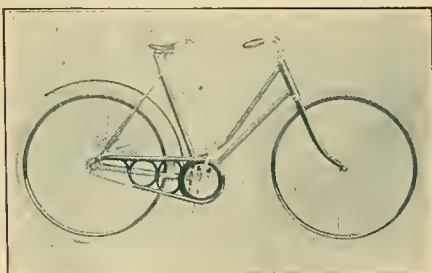
The equipment of the Racycle is of the same high order that has always characterized it; it includes the Persons Mfg. Co.'s Maximus saddles—the most expensive saddle produced in this country—and of which the Racycle manufacturers have the exclusive use.

Never felt so well as when you rode a bicycle, eh? Then why not continue to feel as well? Surely you will not admit you're too lazy to bestir yourself for such a purpose!

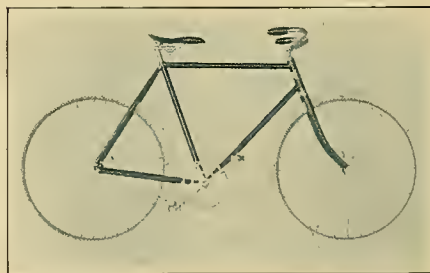
There are so many good things to be said about the Yale bicycle, the product of the Consolidated Mfg. Co., Toledo, Ohio, that to enlarge upon any specific one would make the others appear of less merit, which is undoubtedly not the case. There always has been an indescribable something about the Yale that has made it popular with not only racing men, but with those who use the bicycle for pleasure and business. It may be the irresistible charm of its graceful lines, perhaps it is its rakishness which is a typical suggestion of speed; it may be its unvarnished record for stability, but whatever that "something" is that has made for the Yale the continued popularity it has enjoyed, is well deserved.

Drop forgings are freely used in all the Yale models, which are produced listing at \$50, \$35 and \$30, and on the racer, the highest-priced, the head lugs, the seat-post cluster, rear fork tips and top of fork crown are all forgings, and the Yale two-piece crank hanger forms not an unimportant place in its make-up. The tubing in the main frame of this model is somewhat smaller than that employed in other makes; it is less than an inch in diameter—15/16 inch, to be exact—not much, 'tis true, but sufficient to give it the appearance of possessing unlimited capabilities as regards speed. The model listing at \$35 incorporates the above-mentioned forged parts and the two-piece hanger, but the frame is of one-inch tubing, and the equipment, quite naturally, differs. The \$30 model lacks the forgings, but is considered "an excellent buy." There's Yale bicycles, too, for the boys and the girls. They list at \$25.

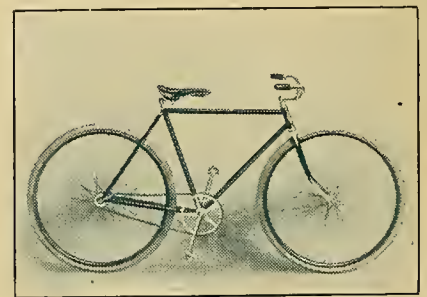
Although the Snell bicycles are not so widely known, the fact that so many of



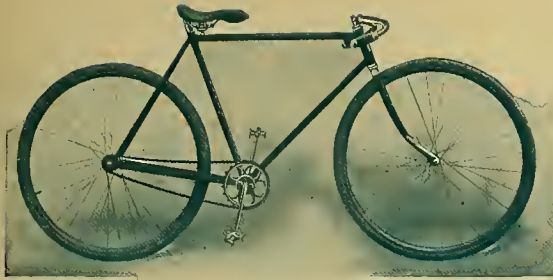
Yale-Snell Juvenile, \$20-\$25.



Crescent Roadster, \$25.



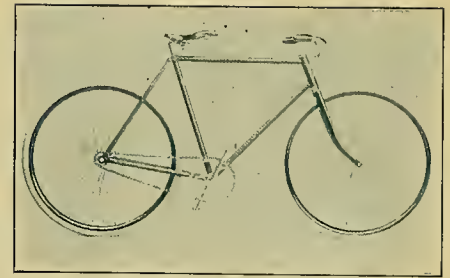
Emblem Light Racer, \$40.



National Roadster, \$40.



Royal Reading, \$30.



Snell Roadster, \$30.

them are in use conveys its own moral. They are produced by the same manufacturers. As regards general construction, the Snell machines are exact duplicates of the Yales with the exception that their finish is different.

Why walk or ride in a "stuffy" street car when you can get there quicker and more pleasantly on a bicycle.

"Business bicycles that appeal to those who buy on business principles—bicycles that bring to the purchaser large dividends whether they be used for business or for pleasure." This is the crisp, terse description given by the Reading Standard Cycle Manufacturing Co., Reading, Pa., of their 1906 product—a description that cannot well be bettered.

The company is composed of hardheaded and successful business men and their words, therefore, carry weight. They have been building bicycles for a good many years, and have not only acquired the know-how, but are well able to gauge the desires of the public. It is one of their boasts that the Reading Standard is absolutely devoid of mere frills, although as a matter of fact they have acquired one "frill" of which they are rightly proud; that is the record of 50 miles an hour, made on their racer by Harry Caldwell, the Manchester giant. That model, which weighs but 21 pounds, and lists at \$50, has since become quite generally known as "the 50 mile an hour wheel."

The other Reading models are, Reading Standard Road Racer, \$40; Royal Reading Roadster, \$30; Women's Royal Reading, \$30; Reading Special Roadster, \$25. All

of these machines are made up of one-inch tubing. The \$40 and \$50 models also include D & J crankhangers and Thor racing hubs.

"Frequent, moderate bicycle riding is the best tonic for perpetual youth yet discovered. When young women wake up to this fact we can bid adieu to the term 'old maid.'"—Charles S. Fisher, Jr., A.M., M. D.

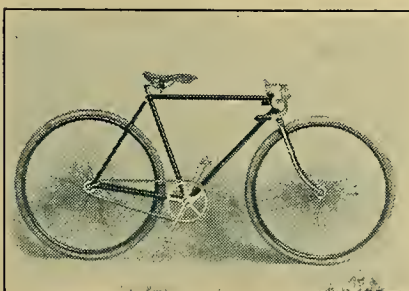
In all America, there is no line of bicycles more complete than that made by the Hudson Mfg. Co., Hudson, Mich., which this year is more complete—which means wider latitude of selection—than ever. Two new Hudsons were added to the line, making ten different models in all. They constitute a "nifty" lot. All are good lookers, of full value and as a whole the Hudson line is characterized by that grace coupled with the light weight that still decides so many purchases. Models 302 and 303 are racers and list at \$50, while Models 306 and 307 are semi-racers weighing 22 pounds; they list at \$40. Then there are two models, each of the roadsters—one for men and the other for women—that are catalogued at, respectively, \$35, \$30 and \$25. One-inch tubing is used in the main frame of each model, the reinforcements being such that they are featured. The famous D & J crank-hanger—which is also sold separately—is strongly featured in the \$50, \$40 and \$35 models.

Headache? Nervous? You need outdoor exercise—that's what's the matter with you. There's no exercise so good as cycling.

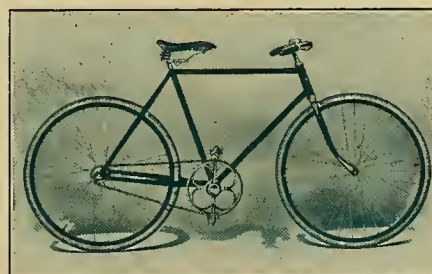
"When the heart is in the work the effect

is bound to be apparent in the finished product. That's the reason we have always been enabled to build strictly high-grade bicycles," is the way the Emblem Mfg. Co., of Angola, N. Y., expresses itself. This heartiness is explained by the fact that the workmen are stockholders in the company, and therefore naturally have an interest in the quality of the work they produce. Emblem bicycles are this year produced in nine models, offering a wide range of choice for the purchasers. Model 63 is a cushion frame roadster and lists at \$50. The Emblem Co. makes two styles of racing wheels, one a pace following machine with straight front forks and a 26-inch front wheel, and the other, Model 51, the regulation track racer; both are catalogued at \$50. There are four model roadsters, two for women, each selling for \$40. Two juvenile wheels are made, listing at \$25. One-inch tubing is used in all the models except those for women, in these 1½ inch tubing in the main frame is employed. Some of the Emblem features are reversible or double cones, one piece hangers, dust-proof hubs, and detachable sprockets.

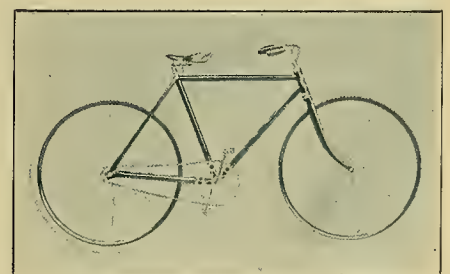
Cyclists who are students of the Bible may be surprised to learn that the prophet Isaiah provided a good cycling text. An English clergyman has discovered one in chapter 5, verse 8: "Their wheels like a whirlwind." On this he founded his sermon, that on learning to ride trust and perseverance were gained, to say nothing of confidence. That the cyclist had to learn to look in the direction in which he was going, while side-slips provided an obvious moral. Moreover, the use of brakes indicated common-sense and prudence.



Emblem Roadster, \$30.



Racycle Roadster, \$37.50.



Yale-Snell Juvenile, \$20-\$25.



SOME OF "THE THOUSAND NATURE PICTURES" VIEWED BY A TOURIST.

The Delights of Coasting and the Means to that End

There's "a something" about coasting that is difficult to define. It is "all there," however, and no matter how many years have rolled over their heads, the old children as well as the young take boundless delight in the sensation. It is that feeling of swift, easy, gliding motion, without effort and without resistance; the forced draught of sweet air surcharged with ozone; the glittering flash of passing objects; and the sense of quitting the finite for the realm of the infinite, that quickens the heart, tingles the nerves and rustles the whole being into thrilling delight.

And somehow, bicycle coasting seems to eclipse all the other methods and approximate more closely the boundless flight of the unfettered bird than anything which is placed within the reach of every man, which he may, at will, stretch out and grasp. For however much the delightsomeness of pedaling the bicycle may appeal to the rider, the turn of the road which brings him an opportunity to relax his muscles and glide along a descending grade with gathering momentum, exerting only the half-conscious effort of guiding his mount, is ever a welcome one. Suddenly life seems to have lost

all its weight, and the spirits rise with each bound of the wheel to increased speed, until the nearest possible and rational approach to the extermination of self, which the fakirs seek in Nirwana, is attained.

But coasting as indulged in on the old high wheels, was perilous work. A rolling stone, a crooked rut or a patch of soft sand encountered and the sensation of flight was made even more natural by a touch of realism, ending in a thud. Compared to this, coasting on a safety, with feet outstretched upon the brackets, was a luxury indeed. Yet there were times when the element of danger entered largely into the sport, and the loss of control heaped rider and mount in one confused mass of metal and man, ludicrous to behold and sad to experience. Not until the advent of the coaster brake made it possible for the rider to coast with his feet on the pedals in riding position, having full control of the machine at all times, with power alike to increase or decrease his speed at will, was given the ripest and fullest joy of the pastime.

What the coaster brake has done for the bicycle, for the cyclist, and for cycling, only those who have used it can testify.

For not simply has it made coasting easy and safe, but it has developed a knack of seeking out all the little declivities which the rider, of himself would hardly notice, and literally compelling him to stop pedaling when there is no need of the work. Hence, it conserves his energy, and greatly relieves the monotony of his exertions. Verily, the rider who does without it is missing the pith of the whole matter and losing half the fun of the thing. It is small wonder that nowadays bicycles minus coaster brakes are becoming rare.

As to this year's presentments, but little modification is to be noticed in them from the developments of a year ago. Yet this by no means indicates any measure of stagnation. Rather it goes to prove that among the older and more standard makes, at least, that state of growth has been reached which will permit of no further improvement taking tangible shape, during the present state of the art. In other words, as nearly as may be, and to all intents and purposes, they have reached a state of perfection, and no changes are necessary. They are complete, and their lack of alteration endorses the fact.

First, last, and always in the field, the "good old" Morrow, aptly has earned the title "the daddy of coaster brakes" which so often has been applied to it. For it stands for all that is matured and complete in the coaster brake line of industry. And, of course, the Eclipse Machine Company, of Elmira, N. Y., which underwent so much first of all, in perfecting the type, and second in overcoming the prejudice which welcomed it as it has all other new things, both good and bad, is reaping a goodly harvest as a result of the early missionary efforts.

Mechanically, there is nothing to be said in the way of criticism of the Morrow. Mechanical perfection may be an impossibility in theory, but to the human eye, it is frequently achieved in the arts, and this is a good example of that close approximation which is absolute in its semblance to the unimprovable. In the first place, when driving, all the parts are locked together with absolute precision, there being no pos-

sible chance of any slipping or yielding in any part—a most important factor, since in this capacity the hub must do its greatest amount of work, and its most important work, too. By the use of the familiar screw and wedge principle, the forward motion of the sprocket secures the outward expansion of the driver rings thus forcing them against the outer shell which is the hub proper.

As to the two other functions, the coasting and braking elements are in no wise inferior in their method of action to the positive drive. In coasting, the opposite of the driving action is secured, as a result of which the wedges are withdrawn by the screw on the driving spindle, and the pressure upon the interior of the hub is thus released allowing the wheel to run free of the driving mechanism. Any backward pressure upon the pedals causes a further travel of the nuts upon the spindle screw, which, in turn, brings into action the brake sleeve, the area of which is so great that an ex-

tremely powerful retardation may be accomplished at the expense of the slightest effort.

The use of the circular retainer to hold the segments of the driving clutch together, which has superseded the older method of pinning them in place, is a feature which is of no mean importance, since it obviates the occasional tendency to breakage which formerly was experienced. Also, the new method of locking the axle bushing fast to the axle by means of a slotted arrangement of the bushing with a corresponding interlocking part on the axle, serving to prevent undue gripping, is by no means a trivial improvement.

Next to success in schemes of design, naturally, success in manufacture, is an all-important essential in the production of any article, and in this respect, the Morrow stands where it stands in the field of design. Absolute interchangeability of parts, together with that rigidity of inspection which alone can secure the attainment of an en-

viable reputation, is assured. To secure what is reliable and efficient in its work, is the first consideration of the buyer, no matter what his purchase may be, but also, the knowledge that in the event of any untoward mishap causing an affliction in any part, he can replace that part with certainty and dispatch, must invariably be a second and equally strong consideration. And in this also, the Morrow asserts its excellence.

Why walk when you can ride? Get out your bicycle. You'll go further, see more and feel better.

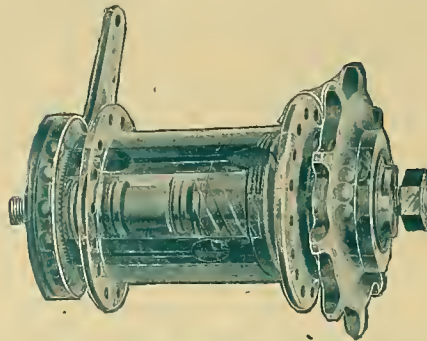
In nicety of contrivance, probably the Corbin is unsurpassed. Ball bearings carry all the moving parts, no matter what the action at the time, and the coasting and braking functions are as positively and certainly performed as that of the simple driving effort. A threaded sleeve fixed to the sprocket, and riding upon the spindle, engages the threaded interior of a friction cone which is adapted to bear against the outer shell of the hub. By the action of

this means, the uncertain and by no means pleasant "kick-off" required by some devices of the sort is avoided, and all unnecessary grippings and undue friction between the parts is done away with.

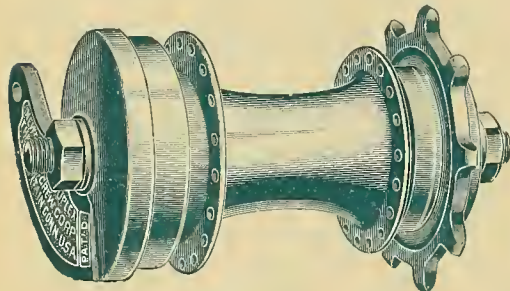
Neat, compact and hardly larger than the old type of plain hub, the Corbin, in completeness of design and serviceability of action, can be characterized, perhaps, in no better way than by the one vernacular syllable "slick." And when a machine equip-

the idea by daily intercourse with the machine that he forgets to wonder. And yet the watch does no external work. The spring simply unwinds, and the wheels go round. That is all. When, however, it comes to an arrangement of mechanism, so constituted that not simply will it move and transmit motion, but that it will receive the whole power of a human being, transmit it without appreciable loss of power to a wheel which propels him along the road, and which does this at speeds varied according to his caprice, even checking his motion at his bidding; and when the mechanism in this "box of tricks" is compacted into a casing as big as your wrist and no longer than your hand, there is something to wonder at.

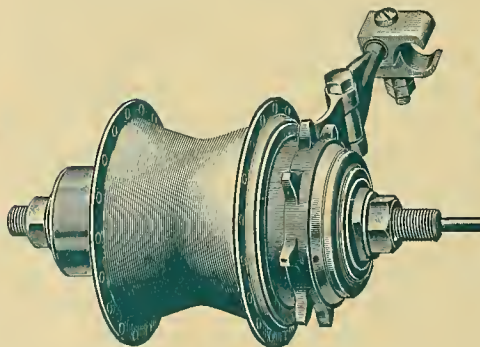
A two-speed coaster hub, hardly bigger than an ordinary simple hub, was, when first produced and still is, nothing short of remarkable. And yet, from continual intercourse with it and prolonged use, the rider grows accustomed to its action, and soon forgets that it is there. He has all the advantages of the coaster brake, with the



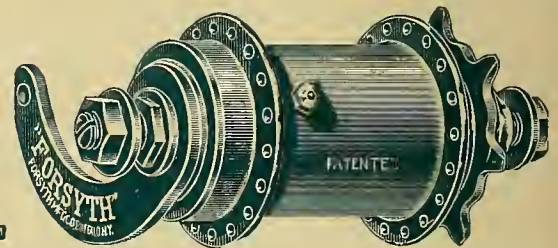
Morrow.



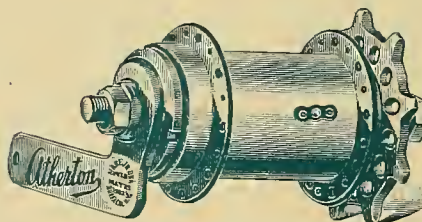
Corbin.



Standard.



Forsyth.



Atherton.

driving due to the forward motion of the pedals it is forced into engagement with the shell, and the action thus secured through a positive and shockless connection. As soon as the rider ceases pedaling, the reversal of this action, causes the cone to travel out of contact with the shell, and the wheel is thus rendered absolutely independent of the sprocket and drive. By the same token, the movement of the cone out of engagement with the shell causes it to pick up a non-rotating member, by means of a series of ratchet teeth cut upon the corresponding faces of the two, and remain in positive contact with it. This non-rotating member is connected through the medium of a pair of dogs with a pair of internally expanding brake shoes, which are normally held out of contact with their drum by springs, but thrown against it with the required degree of force by the partial rotation of the otherwise stationary member. This effect is produced by a backward pressure on the pedals, and is strictly proportional to the amount of pressure so out-laid.

The action of the springs beneath the brake shoes serves not simply to keep them from dragging upon the drum when the machine is being propelled forward, but also acts to throw off the brake as soon as the pressure is removed from the pedals. By

ped with it also carries one of the front hubs which the company has placed on the market to match it, and make up for the comparatively unimportant difference in appearance between the ordinary hub and the Corbin, there is nothing to denote the presence of extra mechanism in the rear, and nothing to mar the beauty and uniformity of the mount as a whole.

Don't tell your troubles to the policeman; ride a bicycle and forget them.

How all the necessary parts are ever to be built and assembled and made to run in that complex bit of mechanism called a watch, is something at which one never ceases to marvel until he has grown so accustomed to

added advantage of the double gear—better than two machines in one. In the Standard, the device of that name, is found all that is superlative in hub construction together with a versatility which remains to be equalled by any other maker. In its evolution, the Standard Company, of Torrington, Conn., have achieved that triumph. For in completeness of action, it leaves little to be desired.

The variety of purposes which it serves by no means brands it as possessing the foibles of the proverbial "box of tricks" in the sense of a lack of reliability, for it embodies a mechanism of recognized merit in the world of mechanics, the mere fact of its economy of space in arrangement constituting the chief point of difference between it and numerous forms applied to other uses. Outwardly differing but little from the common hub, and carrying the brake arm used in many types of coaster brake, the device ordinarily turns as a unit, the high gear arrangement obtaining when the parts are locked together, and the action is in every way that of an ordinary hub fitted with a high gear. The weight of the machine and rider is at all times carried upon two sets of ball bearings mounted on either end of the spindle, and at no time can the position of either gearing or coasting devices increase its frictional resistance.

For the low gear, on the other hand, a

different arrangement is brought into play through the releasing of a clutch which otherwise is forced by spring tension to couple the parts together, and the hub is made to turn at a lower rate than the sprocket, thus giving the desired reduction. In order to accomplish this, the sprocket is extended inwardly and is formed into an annular gear which, under these circumstances drives a set of planetary pinions which are mounted upon studs carried by the hub. Within the orbit of these, and meshing with them, is a fixed pinion keyed to the spindle, about which they are forced to travel, since they are made to turn by the sprocket gear, and cannot revolve freely, which produces the desired effect, the ratio between high and low gears being, of course, determined by the relative sizes of the annular and fixed gears. Sixteen various speed combinations are regularly offered by the maker for users of the device.

The coaster brake mechanism is entirely separate from the speed-changing arrangements, and may be applied at any time without changing speed, and in the usual automatic way, by simply ceasing to pedal, or by pressing in the reverse direction with the feet. The operation of changing gear is done by simply moving a little lever conveniently mounted on some accessible part of the frame, and there is nothing to be discovered anywhere in the mechanism either too complicated to be practical, or too light or fragile to be reliable.

There's a lot of people in this world who would feel a whole lot better and get a lot more pleasure out of life if they only knew how much better and more comfortable are the cushion frame, coaster-brake bicycles of to-day than were the "bone-shakers" of the "boom days."

No matter how carefully the materials of construction of any mechanical device may be selected, and no matter how thorough and skilled the workmanship applied to them in its completion may be, it is as unavoidable a law as the law of gravitation, that wherever two or more parts have relative motion, there must be a corresponding amount of abrasion or wear between them. In a device of the nature of the coaster brake, the necessary wear may be much or little, depending principally upon the method of construction, but always, unless some method of compensation is provided, an ultimate deterioration must result from even the most conservative usage. In the brake which the Forsyth Manufacturing Company, Buffalo, N. Y., is marketing under its own name, this tendency is taken care of by a simple method, and one which at once appeals to the observer as being logical and effective.

This adjustment for wear may be made from the outside without dismounting it from the wheel or in any other way disturbing it. Thus, not simply may any lost motion be taken up, but also, the adjustment may be made to suit the individual



taste of the user—an element which is sufficiently rare in mechanism of this type to be noteworthy.

In action, there is no possible chance for friction to interfere with the smooth running of the wheel, as the driving elements are firmly locked together by the action of the chain tension, and hence, the degree of force applied to the pedals also measures the locking action of the parts. Mechanically, this is secured by the transverse travel of a driving nut which is drawn over against a taper of the hub through the medium of a screw upon which it rides.

Of course, when the pedals cease to turn, the continued movement of the wheel causes the driving nut to travel a fraction of an inch in the other direction, just sufficiently, to relieve its contact with the hub cone, and give the free-wheel arrangement essential to coasting. Back-peddalling, further traverses the driver across the hub, still by a comparatively small amount, until, having in its first increment of motion picked up a brake plug which is positively engaged, it forces the latter to bear against the brake shoe overcoming the tension of a relieving spring, and applying the brake with a force dependent upon the degree of pressure exerted.

As soon as the back-pressure is released, the relieving spring throws the brake shoe out of contact, and the wheel is free to coast without friction, there being no more resistance offered to the rotation of the rear wheel than there is to that in front. The changes from driving to the idle or free-wheel arrangement, and from that to the braking action are instantaneous and positive to the last degree, and the transition is so smooth and ready as to be hardly noticeable to the rider.

If riding a bicycle is "too much like work," try a motorcycle; it will take you far, economically and pleasantly. You need pedal only when you feel like it.

Although the intent of the coaster brake as defined in cold unfeeling print, is comparatively simple, the attainment of an equally simple and effective mechanism to serve the triple purposes for which it was

intended, was by no means a sinecure, as, indeed, the earlier experimenters discovered to their sorrow. It was with the idea of reducing and simplifying the elements, and securing in them all the qualifications which were laid down in the definition without the drawbacks of its prototypes, that the designers of the Atherton set about their work. How well they succeeded, many a rider knows to his great satisfaction, and how well the success has been transferred as a benefit to the cycling public, the accounts of D. P. Harris, of 48 Warren street, New York, who markets it, can testify.

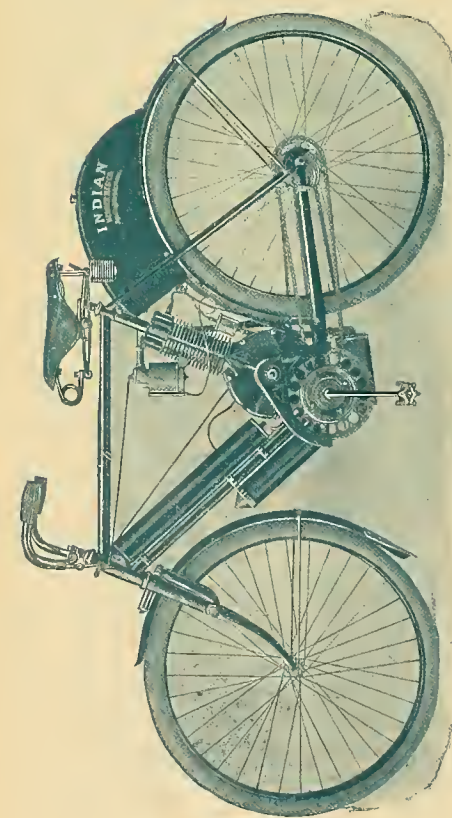
In the first place, a quick and sensitive braking action without the admissible possibility of gripping to which the elongated cone is amenable, and without the sudden shock which must accompany the action of flat surfaces brought into contact, is secured by the employment of a cone shape of just the right pitch. Thus, an easy retardation may be effected without shock, yet absolutely positive in its effect, and consequently reliable.

Another feature which has been most carefully worked out in the Atherton is that of the forward drive, which, in theory and its closest practical application, should be frictionless insofar as the internal elements of the hub are concerned. Here, the desideratum has been secured to such a degree that when in action transmitting the power of the rider's feet, it is to all intents and purposes a plain hub, since no parts having relative motion are in contact, both the rotating and stationary portions being held apart in a secure and positive manner.

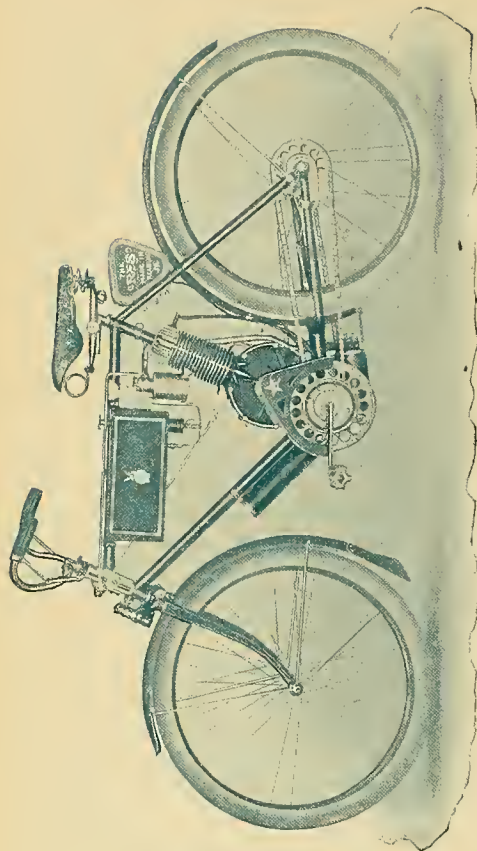
As to its other meritorious qualifications, it is absolutely dust-proof, which, naturally enough, secures the retention of the lubricant as well as the exclusion of gritty particles; it is equipped with a novel type of lever—one of the improvements—which is adaptable to any type of fork, and it so contrived as to lock the adjusting nut when in place and prevent it from backing off; and in addition to being of standard pattern, a purely external consideration, it is adaptable to any fork without the necessity of springing it into place.

At a meeting of the Associated Wheelmen of St. Paul and Minneapolis, Minn., which was called to see what could be done to keep the cycle paths in those cities intact and in good repair, it was discovered that there are 40 miles of paths to be put into condition this season as against 110 miles in other years. This reduction is due to the increased number of macadamized roads.

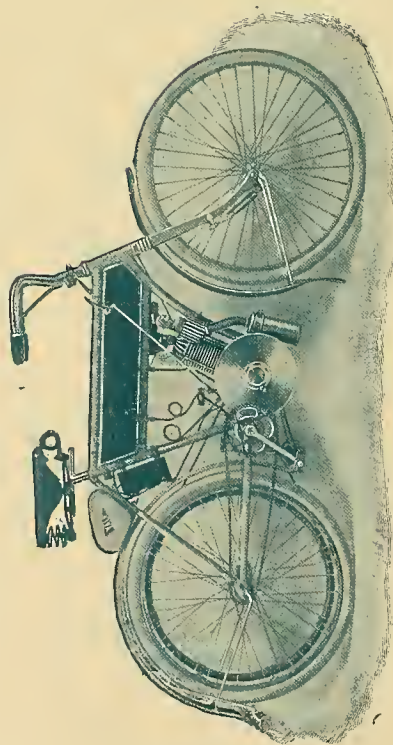
It is estimated that \$2,000 will cover the cost of putting these roads in shape, and this will necessitate the selling of about 6,000 tags. The tags have been ordered and will be on sale in the city clerk's office next month. There will be no expense incurred in patrolling the paths this season, as a bicycle squad of seven policemen will be put on duty soon after the first of the month and the wheelmen are assured that they will look after the patrolling of the paths.



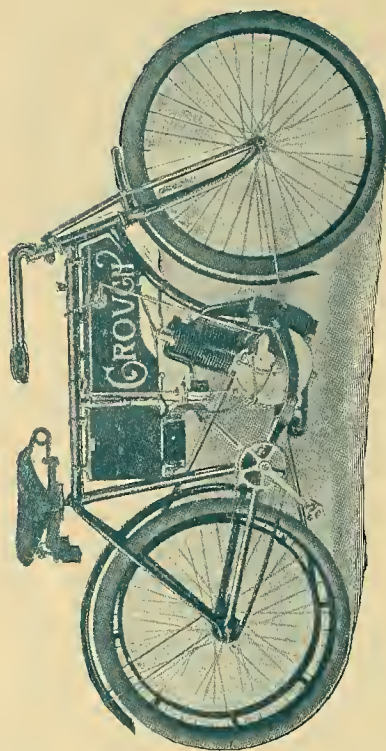
2 1/4 h. p. Indian, \$210.



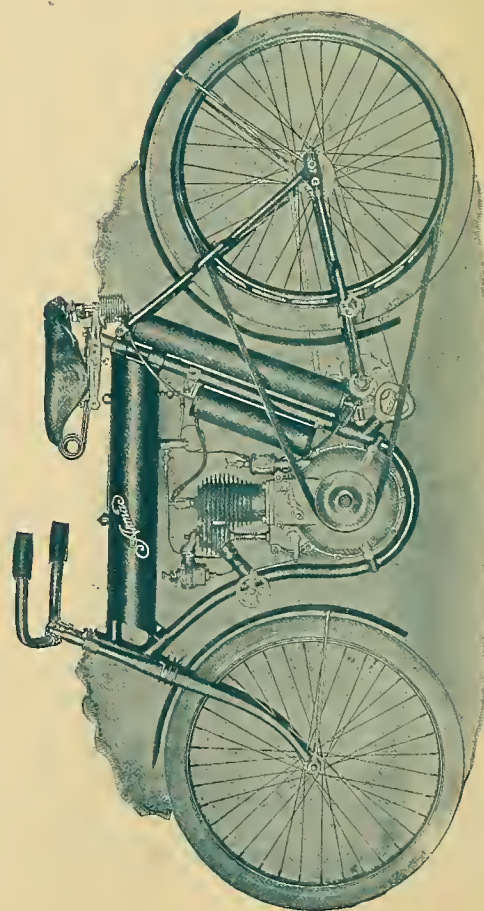
2 1/4 h. p. R-S, \$210.



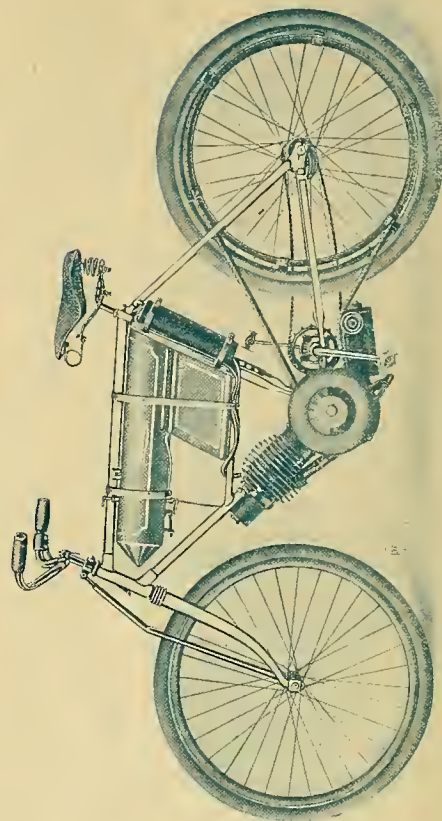
2 h. p. Yale-California, \$175.



3 h. p. Crouch, \$200.



3 h. p. Armac, \$200.



3 h. p. Thomas Auto-Bi, \$145.

The Oncoming of Motorcycles

It does not require a telescope to discover that motorcycles have "come on" amazingly and that they are still "coming" in a fashion that is not to be denied. So great has been the demand this spring for at least the better classes of machines that the manufacturers' problem has been not how to obtain orders but how to fill them. Doubt and skepticism have been routed, the delights of the little machine have been widely tasted, its reliability and utility have been abundantly proven and its future practically is limitless.

If a goodly share of the populace will not pedal bicycles, they will no longer be able to get away from the "bicycle idea." The motor bicycle will claim them as it already has claimed many of them and is claiming more of them every day. The bicycle that needs be pedalled only when its rider wills and that "levels the hill" and "stills the head-wind," and "cools the heat of summer," not to remark the amazing fashion in which it covers the earth, and that withal is instantly controlled by a mere twist of the wrist, is bound to command the world's

attention and consideration.

Each day it is commanding more of it and so soon as the force of the "automobile fever" that now prevails is spent and the public prints give to motorcycles that meed of notice that is their due, the millions of people who may not now give them a thought will marvel at the wonderful capacity and manysideness of the motor bicycle. For in its sphere it is as wonderful as is the pedal propelled bicycle and goes to prove that for simplicity, convenience, economy, carrying capacity, speed and general all around utility, there is absolutely nothing that compares with the bicycle form of vehicle. No automobile can begin to compare with it in any of these respects save speed and at that there are not many automobiles that are faster on the level and still fewer that can show the way uphill to a first-class motorcycle. And as for genuine pleasure, the automobile compares with the motor bicycle as the hansom cab compares with a thoroughbred horse. The exhilaration born of the speedy little two-wheeler is beyond description.

During the past year its manysidedness has been unfolding with increasing impressiveness. The development of the attachments that render it possible to convert a motor bicycle into a tricycle or into a tandem tricycle, capable of carrying an extra passenger, or into a parcel carrier for commercial use, have done much to attract increased attention to it. The tandem attachment and fore carriages and side carriages contribute to sociability and have brought the ladies into motorcycling. The fact that these motorcycles will do all that an automobile will do and at about one-fourth the operating cost, to say nothing of the small first cost and the small cost of storage and upkeep makes them available for many to whom automobiles are impossible and to others who have discovered all that the maintenance of an automobile really entails.

There's a great big future ahead for motorcycles of all kinds, but the man who purchases one has need for caution. Not all motorcycles are alike nor are all of them hill climbers or to be depended upon.

Speaking generally, more power, more comfort and less noise may be said to constitute the marked attributes of the motorcycles of 1906. It almost goes without saying that all of these attributes characterize the Indian, than which there is no more famous motor bicycle. For the $1\frac{3}{4}$ horsepower motor previously employed, there has been substituted one of $2\frac{1}{4}$ horsepower; instead of 2 inch tires there is an option on $2\frac{1}{4}$ inch or $2\frac{1}{2}$ inch, as the purchaser may specify; and improvements in the muffler have reduced the noise of the exhaust considerably. Although the fact is not properly appreciated, either by cyclists or motorcyclists, the difference of even one-eighth of an inch in the size of a tire makes a marked increase of comfort.

There have been no radical changes in Indian construction. It follows the same general lines that obtained when it was first placed on the market nearly five years ago. The motor is of the same identical design, as also is the carburetter and the method of chain transmission. The double-grip control—the right hand controlling the

spark and the left hand the throttle—are, it is scarcely necessary to say, retained. The same spring fork employed last year is still a feature, and the imported Brooks saddle remains part of the equipment. Improvement was found possible only in the matter of detail, as for instance in the valve lifting mechanism and the addition of a cut-out to the muffler, and of a cock permitting the flow of gasoline to be turned on and off and the tank to be emptied.

During all of last year the Indian maintained in impressive fashion the proud reputation which it earned for itself, and of which it is not necessary to say more. Having thoroughly established their motor bicycles, the makers of the Indian—the Hendee Mfg. Co., Springfield, Mass.—are now devoting considerable attention to the exploitation of their tri-car, as they term their forecarriage attachment, and to their van, as they style their parcel carrying affixment. Both of these are equipped with the Indian independent helical spring suspension, for which the broadest possible claims are made.

Enjoy coasting? With a motor bicycle you may pedal when you please or coast all the while.

The R-S (formerly the Thoroughbred) motor bicycle is another of the American machines which has earned its spurs and which commands consideration whenever a purchase is in view. Although large makers of pedal propelled bicycles, its makers—the Reading Standard Cycle Mfg. Co., Reading, Pa.—have thrown themselves heart and soul into motorcycles, and are pushing their $2\frac{1}{4}$ horsepower R-S with an energy that compels not merely attention, but admiration. Their 1906 model is also marked by more power, more comfort and less noise. Not only have larger tires been employed, but within the last month the R-S people have lengthened the wheel base two inches, which still further increases the comfort, and within that space of time they have likewise made their exhaust more noiseless.

Although in general design the R-S is unaltered, in many other respects it embodies some notable improvements, among

them a dome for the inlet valve which may be removed by loosening one nut, thereby making the valve easily accessible. In fact, accessibility may be said to constitute one of the strong features of the 1906 model. The semi-circular combination gasoline and oil tank has been removed from the rear of the frame over the mud guard and is now a square compartment suspended from the top tube of the frame. The oil tank remains part of this gasoline compartment and permits of lubrication without dismounting. The motor is oiled merely by pushing the knob of the force feed pump, which is within easy reach of the rider and which constitutes a convenience which only the experienced motorcyclist is able to fully appreciate. For the cylindrical battery box formerly carried on the lower tube, there has been substituted a half round box affixed to the rear forks directly over the mud guard. In this shape and position it renders unnecessary a special dry cell, being adaptable for any of the standard cells purchasable in the open market; the battery connections have also undergone great improvement. That the grip control and the R-S duplex spring forks are retained goes without saying. The equipment includes G & J tires and Persons Royal motor seat.

The Reading Standard Company also markets a convertible side-carriage for use in connection with their motor bicycles. It is quite an ingenious arrangement, as merely reversing the seat converts the passenger carrying body into a square delivery box.

Too hot to pedal a bicycle? Then try the bicycle that carries a breeze with it—a motor bicycle.

When a man seeks ingenuity in motorcycles he is not likely to pass in a hurry the Armac, made by the Armac Motor Co., Chicago. For that machine fairly bristles with clever conceptions, cleverly executed. Its motor, its frame and its form of transmission, are all in that category.

The three horsepower motor with its one-piece cylinder has unusually deep cooling fins, and is novel in that an air passage is cast between the explosion and the exhaust chambers, thus keeping the exhaust valve and springs out of the reach of the heat of the exhaust gas, which is expelled directly. The U or loop type of frame forms the gasoline and oil reservoir; the top tube is of four-inch section and while also acting as a strut to the frame that size of tube was employed to render unnecessary the attachment of a gasoline tank, as it is generally understood. The tube acts as a strong non-leakable reservoir of ample capacity.

While normally a belt driven machine, the Armac is convertible to chain transmission. This is made possible by detaching the belt pulley and substituting a motor sprocket and applying the Brown yielding gear wheel, which comprises a sprocket and

three compensating disks, which are secured to the coaster brake. The Armac people have exclusive rights to the Brown device.

The Yale-California, made by the Consolidated Mfg. Co., Toledo, Ohio, is one of the most distinctive motor bicycles on the market and one which, while retaining most of its individual characteristics, has been vastly improved for the 1906 demand. Its frame lines are entirely new and though the belt-drive and the two horsepower motor with its outside flywheel has been retained, the strength of the "two horse" has been greatly increased, the cylinder having been



lengthened, the size of the piston enlarged two inches and the degree of compression greatly heightened—all of which means an addition of about 25 per cent. of power. The inlet valve has been made more accessible and a float feed carburetter substituted for the wick device previously employed. The frame height has been cut down to 20 inches and the frame itself, as stated, is entirely new, being now of the loop type, strengthened by a cross strut, the loop and seat mast being formed of one length of tubing, the motor being carried in the loop instead of being built into the frame as previously was the case. These improvements have added greatly to the capabilities and the value of the machine, the price of which, \$175, however, remains unchanged.

The Auto-Bi, made by the Thomas Auto-Bi Co., Buffalo, N. Y., is another radically altered machine. The 1906 model bears no resemblance to its predecessors, frame, motor, carburetter and nearly everything else having been redesigned and rebuilt. The 3 horsepower motor, which previously formed a part of the vertical seat mast, is now positioned horizontally, forming a portion of the lower frame tube, and outside flywheels have been substituted for interior ones. The shape and positions of tanks and battery box also have been changed. The carburetter, or rather, mixing valve, is secured directly to the head of the motor,

thereby dispensing with piping to convey the mixture to the explosion chamber. In the ignition system, platinum points are dispensed with, two steel tempered contact pins creating the spark. The timing gears are plainly marked and are accessible merely by removing one nut. The chain-belt and the trussed fork are two of the few previous Thomas features that have been retained, but a ball bearing idler has been adopted to take up the belt slack. The price of the Auto-Bi, \$145, is by no means the least of its compelling features.

Small outputs sometimes have their advantages. In the case of the Crouch motor bicycle, its makers the Crouch Motor Co., Stoneham, Mass., claim that the advantage accrues to the purchaser. While able to care for reasonably large orders, the output is not so large to prevent Inventor Crouch himself from passing on every machine produced, which is worth remarking. The Crouch is of 3 horsepower, is belt-driven, has 53-inch wheel base and for 1906 is marked by a carburetter and muffler of Crouch design and which incorporate ingenuity of no mean order.

But one concern in this country is making a specialty of two-cylinder motorcycles—the G. H. Curtiss Mfg. Co., Hammondsport, N. Y. Their machines are of five horsepower and for 1906 are marked by a number of notable refinements.



On the Purchase of Second-Hand Motorcycles.

Motor bicycles have been on the market for a sufficient length of time now to create quite a demand at second-hand for them, and therein lies a snare for the unwary. The difference in the first cost of a good motor bicycle and that of a bicycle of the same standard is so great that many a cyclist who would like to join the ranks hesitates on that account and is more prone to invest in a used machine than he would otherwise be. Likewise, the difference between the cost of the new machine and the second-hand is greater and forms much more of an inducement to try to "pick up a bargain." Of course, every second-hand machine ever offered for sale is a great bargain—in the opinion of the man who wishes to dispose of it—that goes without saying, but the man who wishes to exchange his good money for a second-hand motor bicycle will find that he is toying with something equally uncertain as the proverbial horse trade.

If he is an "expert" motorcyclist already, he needs no advice and probably would not take any if it were offered, but if he is not, he will find it the better part of discretion not to trust to his own judgment, but to appeal to someone who knows the ins and outs of the business, for assistance. For like the horse, the motor bicycle can be "doctored up" to run a little bit—enough to make a fairly satisfactory demonstration. First and foremost, steer clear of the dealer who is unknown; he may be reliable, but where one is dealing at arm's length and his only recompense will be the knowledge that he has bought that much experience if the machine turns out to be worthless, it is as well to know who you are dealing with. "Sharks" have been attracted to the business and prospective purchasers must needs be wary. "Motorcycles from \$50 up" has an alluring sound, but it is chiefly

noise meant to attract the unsophisticated.

Some people will never buy a used article on the assumption that it is afflicted with some inherent defect or it would otherwise not be offered for sale, but there are numerous riders who buy a new machine each season, others who have no time to use their mounts after investing in them and still others who find they are not in love with the pastime after having taken it up and in this way numerous reliable high-grade machines find their way into the second-hand market, and if the purchase be effected through the proper channels it is often possible to obtain the long sought bargain. Naturally, the first thing to look for is the product of a reputable maker; a poor machine is dear at any price, whether new or used, so look for the very best makes in the market. Again, do not consider taking an out of date model simply because it is low priced. Many of the first machines were under-powered or overweighted, and have been improved in so many respects that it would be difficult to procure replacement parts even if the machine could be made to run satisfactorily. Wise purchasers will not delude themselves

with that tattered excuse: "I'll buy a cheap machine now and obtain the necessary experience." Experience so obtained will be unpleasant experience and expensive, too. Agreeable experience is far more desirable and satisfactory and the price of it is more economical in the long run.

Having made up his mind what not to buy, the prospective purchaser should look around until he has located something which gives promise of fulfilling the representation made for it and then call his experienced friend in, to put it to the test. This, of course, will consist principally of seeing whether the machine will run or not and by far the best place to test its ability is on a hill. If it labors, coughs and knocks its way along by fits and starts, it is easy to see that it is not in "perfect condition," which is a quality usually ascribed to second-hand machines by all advertisers. Still, such a performance should not necessarily condemn it, as lack of adjustment rather than any radical wrong may be the only thing the matter with it—of this the old hand should be left to judge, for at times a machine that is apparently in very poor condition may only be suffering the result of neglect and may be had very cheaply on that account. An overhauling and care in the future will be all that is required.

If it runs up hill satisfactorily, it should be noted whether the engine has become excessively hot and putting your hand on top of the cylinder head is a certain but by no means satisfactory manner of ascertaining this. Have a rider pedal it on the stand immediately after running it on the road and if it fires with the switch off, it has overheated or there is an accumulation of carbon on top of the piston. Test the various parts of the machine for play—there should always be a little, but if it has worn



IS MOTORCYCLING SELFISH OR UNSOCIABLE?



Read the Answer in these Incidents of an Afternoon's Outing.

poorly this will be excessive. The wear of the bearings on the inside of the engine can generally be gauged by pedalling it quickly on the stand with the exhaust valve raised. It will be manifest from the smoothness or otherwise with which the engine turns over and otherwise will mean a rumbling or knocking from the interior. Test the compression of the engine. This may be done by closing the exhaust valve, and turning until the pedal is on the down stroke as the piston is coming up against the compression. The pedal should bear the weight of the average man for an appreciable period—probably five to ten seconds, and should descend slowly under the pressure, otherwise there is apt to be a leak about the valves or around the piston. But do not make this test until after the engine has been run a few minutes, for if dry, the compression will be nothing like as good as when a film of lubricating oil has been formed around the piston.

Easy starting and quick acceleration of the engine will form a strong recommendation, and the switch should be turned off and on several times while the engine is running to note how the engine picks up speed. See whether the tanks and their connections, and the oil cups are in good

order; the coil can be examined only from the outside, of course, but look at the contact breaker closely; see whether the platinum points are black and badly pitted or not.

With a little care in the selection of a second-hand machine the cyclist who does not wish to pay the price of a new machine, may be able to pick up one that will serve him almost as well, and probably better from one point of view, in that it will enable him to gain experience in keeping it on the road that will stand him in good stead at all times. But he must bear always in mind that he cannot obtain gold for the price of silver, though there are "sharks" who will endeavor to make him believe it.

A Physician's Opinion of Motorcycling.

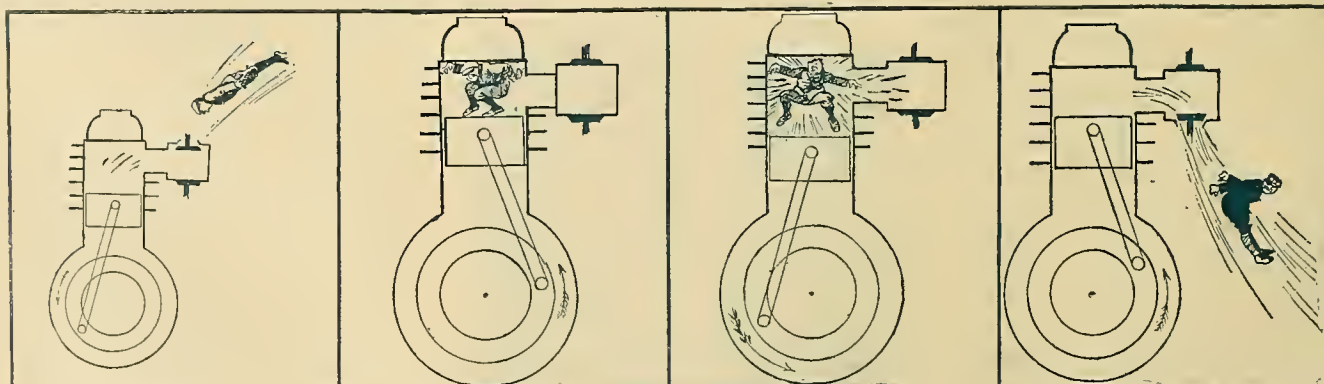
"I believe the up-to-date motorcycle to be the automobile for the poor country doctor—at least, during the summer and fall months when the roads are dry," writes Dr. W. Nicholas Lackey, of Gallatin, Tenn., in the Journal of the American Medical Association. "Even if he possesses the more expensive automobile, he will find himself learning more and more to enjoy the powerful little machine, its exhilarating rush up hill and down to the bedside of his patients."

One of these machines will save many a dollar on operating expenses in a season on an automobile. I have ridden thousands of miles on a motorcycle and have never failed to reach my patient on time or had to walk home. I have ridden long distances in emergency cases in the country, at a 30-mile-an-hour clip, and have also responded to night calls on my motorcycle, which is equipped with a strong acetylene lamp. The white road spinning beneath my wheels, with the dark shadows fleeing before the light, with the cool night air blowing on my face, have added not a little sport to the occasion.

"You can get more downright service and comfort out of one of these little machines, the weather permitting, than out of an automobile. Before I bought my motorcycle I was extremely skeptical as to its practicability, but a few months' constant use proved to me the wonderful amount of work that can be accomplished with one of these little time savers."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.

EVOLUTION OF THE MOTORCYCLIST.



Attracted to It.

Compressed with Knowledge.

Fired with Enthusiasm.

Ejected a Complete Motorist.

Happy, Healthful Hours of Childhood.



Armstrong's Appreciation of the Bicycle.

"It was not with any idea of riding centuries that I took up the bicycle," said A. G. Armstrong, president of the Century Road Club of America, when his opinion of cycling was sought. "I was attracted solely because of its benefits. To the person whose physical and mental facilities are in constant requisition until he becomes exhausted in body, mind and spirit, there are but few cures that bring total and absolute relief. The quickest, surest and best way to obtain relief is to take a short ride on a bicycle. As a health-giver nothing has or even can take the place of the bicycle. A person not only obtains immediate relief, but relief of a lasting character which cannot be obtained from drugs. I speak from experience, for many times when I have been on the verge of nervous collapse it has been the bicycle that has saved me from a probable enforced vacation in a sanitarium or permanent abode in an insane asylum. Rapid, vigorous exercise in the open air, on a wheel, is of incalculable value to those who

are continually geared to a high pitch mentally.

"Then, too, cycling is a very liberal education in itself. All those who ride become familiar with places and conditions that otherwise would have been impossible. It teaches us to think and act quickly and is valuable for that alone.

"Dancing is a good and healthful exercise and I think all children should dance. But I believe it is more essential that every child should ride a bicycle.

"To me the bicycle is a fixture of invaluable importance. My machine is never out of commission and it is accorded a place in my home not equalled by any piece of parlor furniture," concluded Mr. Armstrong.

Hills too steep? Headwinds too strong? Those are poor excuses. There's a bicycle even for you—the motor bicycle. If you get a good one, you'll go looking for hills and you won't care much which way the wind blows.

Dates Fixed for F. A. M. Functions.

It is now definitely settled that the annual meet of the Federation of American Motorcyclists will occur on July 4th, 5th and 6th. The Rochester Motorcycle Club has formally approved these dates.

The dates having been fixed, the national endurance contest has been definitely set for Monday and Tuesday, July 2d and 3d. The route will be, of course, from New York to Rochester—about 388 miles—which will entail travel of close to 200 miles each day.

Henry J. Wehman, 108 Park Row, New York City, will be the chairman of the committee in charge of the contest. He is now engaged in plotting the route.

M. E. Toepel, chairman of the F. A. M. Roads and Tours Committee, has announced that the route of the annual tour will be, as usual, the same as that outlined for the endurance run. The tourists, however, will naturally make the journey by easy stages, starting from New York, Saturday afternoon, June 30th, and arriving in Rochester on the evening of July 3d.

How Parts and Sundries Have "Settled Down"

Settling down processes are virtually processes of elimination. Those who survive such processes usually are those who deserve to survive. It is scarcely necessary to remark that in the settling down of the cycle trade, while many bicycle manufacturers were eliminated, the number of those who produced parts and accessories who were also weeded out were far more numerous. To-day the field is clean and well defined; the fittest only have survived, and purchases are thereby rendered not only easier, but safer.

In the matter of tubing, the Shelby Steel Tube Co., Pittsburg, Pa., remains paramount. In the matter of parts and fittings the field has narrowed practically to three concerns, the Crosby Co., of Buffalo; the Worcester Pressed Steel Co., Worcester, Mass., and the Standard Welding Co., Cleveland, Ohio. So far as concerns chains, the Duckworth Chain & Mfg. Co., Springfield, Mass., and the Diamond Chain & Mfg. Co., Indianapolis, Ind., supply by far the greatest bulk of the demand that now exists, while in spokes and pedals, the Standard Co., Torrington, practically dominate the industry. In handle bars, the Kelly Handle Bar Co., with its variety of adjustable bars, skims the cream of the trade.

To mention saddles is to suggest one of the most signal triumphs of the survival of the fittest after a long fight and an unusually tenacious adherence to fixed principles. These observations have reference to the Persons Mfg. Co., of Worcester, Mass. Even during the boom days, when the head of that concern might have made a fortune had he altered his tenets, he remained true to the principles of quality and comfort; he refused to turn out a cheap saddle or a hard unyielding one; the hammock type and the spring suspension types were what he advocated. It required a long time to convince makers, dealers and riders that his was the proper view, but the best evidence of the return of sane conditions is the position now occupied by the Persons product. Everywhere a Persons saddle is now recognized as the saddle par excellence as to quality, and as one that affords the maximum of comfort. The company make a sufficient variety and there is not a doubtful saddle in the lot.

There remains also the Troxel saddles, made by the Troxel Mfg. Co., Elyria, Ohio. The line is extensive and the price such as affords wide latitude of selection.

Of lamps, there remain the Solar and the Twentieth Century, both tried and proven true. Of wrenches there is the Billings & Spencer, and the Mossberg; of cyclometers, only the Veeder has survived, and it con-

trols not merely the American market, but the markets of the whole wide world. Bells there are in abundance, the manufacturers who still cater to the cycle interests being Bevin Bros. Mfg. Co., East Hampton, Mass.; Liberty Bell Co., Bristol, Conn.; Frank Mossberg, Attleboro, Mass., and Starr Bros., East Hampton, Mass. Bevin Bros. also still produce a profusion of toe clips and trouser guards.

Of the many lubricants, each of which was once heralded as the only one for cycling use, all have given way to the G. W. Cole Company's famous "3 in 1," which is not only useful in lubricating bicycles, but for very many other purposes. There is one other article that is to be compared with "3 in 1"; i. e., Neverleak, that tire healing compound manufactured by the Buffalo Specialty Co., of Buffalo, N. Y. It has resisted every effort to dislodge it and is today alone in the field. Without it there are many disabled tires that would be relegated to the scrap heap, and very many more cheap tires, the service of which would be limited indeed, were it not for the healing properties of Neverleak.

To mention tires or any tire is to suggest the Schrader valve, the triumph of which is well nigh complete. It is now, to all intents and purposes, the universal equipment. It has routed rivals "lock, stock and barrel." It is not necessary to say more.

With the rapid spread of motorcycling, there has opened not only a market for specialties applicable to the power driven machine but also a keen demand for certain supplies, many of which are wholly foreign to the pedal propelled bicycle and others which are kindred to it.

E. H. Corson, who was one of the pioneers of motorcycling, and who is now the active man in the Motorcycle Specialty Company, Boston, Mass., was the first to embrace the opening. His extended experience had pointed the way to many of the little devices that would contribute to convenience, and he promptly applied himself to their invention. As a result, the Corson motorcyclist's luggage carrier and the Corson motorcycle stand early made their appearance; both are the only ones of the sort specially adapted for motorcyclists' needs. Latterly Corson has added to these inventions a muffler cut-out, a spring handle bar and an ample and easily accessible tool bag, all of which serve eminently useful purposes.

Almost since the beginning, the Persons Mfg. Co., Worcester, Mass., devoted itself to the development of a motorcycle saddle, and each year has improved on its previous effort, this year's Royal Motor

seat representing the culmination of the years of experience; its wide use is the best evidence of its merit. The Persons people have also produced this year for the first time a lower priced saddle, the Persons Motor Seat No. 2, which despite its smaller price is yet of Persons quality.

In the matter of spark coils, a very necessary essential, the name "Splitdorf" is surrounded by a halo. Than the Splitdorf coil, there is none better. The Dow spark coil is no stranger, and its makers early became interested in the requirements of motorcycles and the interest never has abated—a statement that carries its own significance. Latterly the interest has shown itself in the production of the Dow spark plug.

The Eldredge ammeter, or battery tester, made by the Eldredge Electric Mfg. Co., Springfield, Mass., is one of the useful articles that is worth many times its modest price, \$3.50; and as it can be carried in the vest pocket like a watch it is fair to say that the motorcyclist who suffers "battery troubles" and goes blindly groping for them, deserves small sympathy when such a convenient "tell-tale" at such a small price is within reach.

Duckworth, Whitney and Diamond nickel chain have constituted the motorcyclists' chains constitute the motorcyclists' mainstays.

Lamps for motorcycles have been among the accessories that have been conspicuously lacking. While the Solar and 20th Century gas lamps have served the purpose fairly well, the power driven machines have required something more and the 20th Century Mfg. Co., New York, have undertaken to supply it. They have just bought out a lamp specially for the purpose—one having a separate gas generator, which divides the weight, and thus obviates not a few of the troubles.

Of the other really new things that have just made their appearance, and one of the most novel is the "baby" Gabriel horn, made by the Gabriel Horn Mfg. Co., Cleveland, Ohio. The horn, which is attached to the muffler and is sounded by the exhaust gas, is a "pocket edition" of the exhaust blown Gabriel now in such extensive use on automobiles.

Proof that motorcycling is "coming on" is contained in the fact that two such important supply houses as Charles E. Miller, New York, and Post & Lester, Hartford, Conn., are now bidding for the motorcyclists' patronage. Horns, goggles, gauntlets, spark plugs and practically all other requisites are carried in stock by these houses.

Seeking out the "Nature Pictures"



Touring! What thoughts the word inspires! What pleasing pictures it paints in the halls of recollection. No cyclist who has not spent a week or a month a-wheel has tasted the sweetest draughts of cycling. Yet to the many it is not given to comprehend that the meat in the nut centres about the change of scene in incident which thus is made possible to the tourist. The exercise and the fresh air contribute to a bodily condition which fits the rider for a healthy appreciation of the beauties of nature, but it is the change of scene, the shifting of the horizon line, which serves to complete the diversion from the routine of life, and fills the soul with that nameless exultation bred at no other time and in no other way.

Naturally, the idea carries with it the notion of miles of continuous riding. For, and indeed, the travel tales which the old timers are wont to relate when their tongues are loosened, concern journeys of two, three or five days' duration, or even that of

an equal number of weeks. Hence, to the casuist, it seems that the joys of the tourists' life are absolutely and completely denied to him, unless he be qualified with a commensurate amount of leisure. Only a few of the more constant riders know the fallacy of the notion. They alone have caught the idea that the magic charm which works such wondrous changes in the tourist within so short a time depends for its existence upon the variety of exploration. And to them also, it has been revealed that this amounts to nothing more or less than getting off the beaten track.

Nor is it necessary to travel miles and miles over well used roads until the smoke of the city has vanished from sight, nor is it necessary to seek out weird and uncanny nooks in the earth whither no man in his right senses would care to go. It is necessary but to go out of the rut. If nine people ride east on a given morning, let the tenth go west, and he will find something at his journey's end which they will

not. "Because they have gone east while he has gone west, or because they have chosen foolishly, and he wisely? No. Simply because he has left them: because they are following the rut of precedent and going somewhere where they have been before, idly imagining that because they were pleased there once, they will find the same enjoyment awaiting them now, while he is striking out to discover new and untried enjoyment.

For example, here is pictured a rider clambering down the side of a rocky fastness with his bicycle. And here is another of a rider standing with his machine by the side of one of those "babbling brooks" which "make you sick when you meet them in books, and make you well when you meet them in real life." These and others might have been taken away out in the obscurity and fastnesses of the Rockies. But they were not. Nor were they taken down back of somebody's mill from the top of a rubbish heap, nor were they posed in



May appear "far from the city's crowded streets," but is not. This "nature picture" is a view from Fort George Hill, well within the limits of New York.

Central Park. But, as a matter of fact, they were taken within the circumference of a twenty-mile circle drawn from New York's city hall, and within what is practically the "Forty-five Minutes from Broadway" of the show.

Nor are these exceptions to what may be found at the expense of a little pioneering within a few hours' ride of this or any other city. All that is necessary in order to seek out such locations, and feast upon a very riot of unchained virgin nature, is a sense of topography and an independence of well-traveled roads and—the crowd. For good old Dame Nature is fussy, and abhors a crowd just as much as she abhors a vacuum.

Hardly out of sight of Broadway are many beautiful spots, bearing comprehensible and wholly distasteful to the denizens of that thoroughfare with its manifold traditions. Yet the lover of nature, in all that is as nature left it, can find them, if he will but try. And New York serves but as an example as still, indeed, is the country that holds not such nearby charms. The method is simple and quite as pleasant as the result. For there is a fascination in seeking out new haunts and prospecting untried fields, which is akin to the fascination of touring, yet unlike it in that when it is carried on within a short radius of the starting point, it requires no great outlay of time, no preparation, and may be extended or curtailed as circumstances permit and the caprice of the rider dictates.

Bicycle riding fails of half its purpose, if it be confined to town and city streets. Parks and boulevards are but the stepping stone to the ideal. And that is the open country. To some, it is accessible for the greater portion of the time, but by no means all the time. For there are afternoons, and

Come! Out with the stowed-away jigger,
Pump tires that long have been slack,
Farewell to the winter time's rigor,
Remember that spring has come back.
This springtime day in the morning
(Be led by my fatuous rhymes)
Forbear to lie lazily yawning,
Be up and be doing betimes.

The roads may be bathing in sunlight,
Or we may be bathing in mud,
Still a spin on the jiggers which run light
Will quicken the flow of the blood.
The hum of the wheels will be making
A volume of melody rare,
As, the town for its pleasures forsaking,
We make for the countryside fair.

Though 'tis true you are out of condition,
True form will come back again,
And you'll count it a sin of omission
Whene'er from a ride you refrain;
When the health which the cycle is bringing
On your cheek sets its rubicund seal,
You'll admit there's sense in my singing,
Which advocates springtime a-wheel.

—Cycling.

holidays and Sundays, when within a few hours, the racket of wheels and the cries of the people can be put behind and a respite from the turmoil gained which, though it be but brief, is yet complete and restful. And the method lies not in picking out a velvet path for the wheels, nor in trailing the populace to some well known resort, but rather in getting off the beaten track.

Cyclists who tour in the land of Teutons would do well to carry a dictionary and an interpreter along with them before they essay the trip. When the German takes his machine apart he "auseinandernehmen" it; the word for assemble is "zusammenstellen"—both difficult tasks, in German. It is an easy matter for a cyclist to change his speed, but a change of speed in Germany is "geschwindigkeitswechsel." When a cyclist rides over a rock or some other obstruction he is very apt to get a jolt—in Germany he would receive an "arschutterung," which is very suggestive of discomfiture. If in the course of his peregrinations he should require the use of a monkey-wrench he must ask for a "universalmutterschlüssel," while if it is a screw-driver that is needed he will have to twist his tongue and say "schraubenzieher."

Ordinarily a puncture in itself is a small matter, but in Germany it assumes immense proportions. There it is called "ein luftschlauchbeschädigung."

The Tales of the Tires

Although there is what may be termed almost an unholy number of cyclists who do not realize the fact, the tires fitted to a bicycle have very much to do "for better or worse." No matter how good the bicycle may be, if its tires are not its equal in quality, its full value will not be obtained.

It is unpleasing to remark that there is an unholy production of indifferent and doubtful tires. That they do not bear the names of their makers goes without saying. The makers would not risk the ruin of their reputations by attaching their names to them. Such tires are made to order—to the order of people whose consciences do not bother them—and are made to sell—to sell cheaply—and not for use. They are sold not only over the counter, but they are attached to the cheap bicycles which, like

the tires, and for the same reason, do not bear the name of their manufacturers—and it may be added that "the limit" of cycling is the cheap bicycle fitted with the cheap tire and the cheap saddle.* The man or woman who purchases that combination is to be pitied.

Tires have been variously styled the "footwear" and the "lungs" of the bicycle. Not many persons who buy cheap tires would purchase cheap shoes or cheap lungs, that is to say, if lungs were purchasable. And just as all shoes are supposed to be made of leather, so all tires are supposed to be made of rubber. But all shoes are not made of leather and there are tens of thousands of tires that are innocent of rubber and as many more that contain merely a suspicion of it. The man who

wants rubber tires and who would rather "be sure than be sorry" must expect to pay the price of rubber and will realize that the presence or absence of the manufacturers' name is a guarantee of either "better or worse." Pennywisdom in the purchase of tires has proved expensive in the long run and always will prove so.

With crude rubber itself selling at about \$1.25 per pound and then undergoing great shrinkage before becoming available for manufacturing purposes, the individual who fancies that he can obtain even one half decent tire at anything approaching that figure and who believes the oily tongued salesman who makes that assertion, it glibly indeed; he insults the ordinary horse-sense with which nature is supposed to have endowed him.

Following close on the heels of the original "rag tire," which was wondrously and wonderfully pasted to the rim, came the G & J detachable clincher tire. It cast rags and glue to the dogs. It was held in the rim by inflation and was removed by deflation. Deflation is a quick and simple process and perforce the roadside repair of a G & J was a quick, sure, simple, toolless operation and a permanent one. It was not a makeshift. There was no occasion to pay a repairman for doing the work over again.

The G & J tire had a great vogue in those early days. It never wholly lost its favor, but there came an influx of newer and strange tires and cyclists would have them. With the passing of the last stage of the "cycling craze" and with the return of reason, the G & J has been steadily coming into its own again. The force of the same features that earned it fame are appealing to the riders of the present day and the term "G & J" has regained and is regaining much of its lost magic.

So far as motorcycles are concerned, the G & J tire is in practically universal use and as motorcycles demand more of a tire than the lighter and less speedy bicycle demands, it is not strange that of late so many more bicyclists have by the 2 and 2 makes 4 process of logic awakened to what the same tire holds for them.

There is not—there never was—any doubting the quality of G & J wares, but it is safe to say that never were the tires so

good as to-day. Not only is the modern and speed-giving form of construction retained—that of placing layers of Sea Island fabric at right angles to each other, with a layer of pure rubber between them—but the tire is now made by the "open cure" process; that is to say, it is cured in live steam instead of by dry heat in moulds. It is naively pointed out that the difference between the two processes is the same difference between steamed food and baked food. Steaming renders the tire very pliable and tough and scorching is impossible.

The G & J Tire Co., whose plant is in Indianapolis, Ind., market a road tire, a heavy tread, almost puncture proof tire, a racing tire and a tandem tire, and also types for motor bicycles and motor tandems. The range of sizes afforded is usually extensive—20 to 30 inches and from 1½ to 2½ inches.

Next time Tom writes that he feels "all run down" why not suggest that a bicycle's the best thing for what's the matter with him? He probably knows it well enough but needs urging.

For a quarter of a century the name Hartford has been associated with the art of rubber manufacture, so that the Hartford Rubber Works Co. were already old hands at the business when the pneumatic tire first made its appearance on the scene as a commercial commodity. And since that first day when the pioneer pneumatics were

jokingly compared to lengths of fire hose wrapped around a wire wheel and proved the butt of endless cartoons which represented them to be anything from hot water bottles up to road rollers, the name Hartford has stood for pneumatic tires. And its full significance in this connection is something of which its sponsors may well be proud, for it is a name that has a definite meaning to every cyclist. It stands for quality and reliability and what it represents in dollars and cents, probably not even those who have contributed to make it stand so high could calculate.

Since the advent of the motor bicycle in numbers, attention has been paid to the needs of the power propelled machine and for this purpose the Hartford makers recommend the Dunlop detachable type, the peculiar design of which makes it one of the few that permit it to be cured by live steam without the aid of moulds. The Hartford line includes special motorcycle types, as well as others for heavy duty whether on pedalled or self-propelled machines, such as the Thicketread, the Thorn-proof, the Standard all round road tire, and the Heavy Standard Tandem Tire. Besides these there is the "Hartford 80" made in three grades—the Road Tire, Heavy Tandem and Extra Heavy Corrugated, and also in a racing type. There are also three grades for ordinary bicycles in the Dunlop detachable type, the Invincible, the Tandem and the Motorcycle, each being specially

designed for the particular service in which it is intended to be employed.

Palmer tires never have needed an introduction, either to the rider or to the trade. They made themselves known—they make themselves known wherever used. The Palmer is one of those tires that is talked about. It stands for the highest degree of the art of resilient tire manufacture. It is the product of that great big concern, the B. F. Goodrich Co., Akron, Ohio, and it is not too much to say that it is a good index to the quality of a bicycle. Palmers were never seen on a cheap or doubtful "crock." They probably would squirm off the rims if ever they were applied to such goods.

While these well-known tires are made for every-day road use under the brands "Palmer," "Mexican," "Plank Road," etc., it was as a speed tire that it earned its fame. Its "life" and its resiliency is not short of remarkable. Under their own name the Goodrich Co. also make five different styles. These are the "Goodrich 19," of open woven fabric in four weights, tandem, triplet, quad and anti-cactus; "Goodrich 17" in one weight only and the magic "999," all being of the single tube type with corrugated treads. Then there is the cemented double tube Goodrich M & W tire in two weights, and three weights of the Goodrich G & J, known as road, tandem and heavy tread, which are, of course, of the double tube detachable pattern.

It would seem that the Diamond Rubber Company, Akron, Ohio, made a happy choice of a name in selecting the stone of "first water" as a mark of excellence to typify in their products and they have succeeded in doing so to an extent that probably must have been even beyond their most sanguine expectations.

Whether they happen to carry a guarantee or not seems to make no difference, for the Reliance puncture-proof, which is an unguaranteed single tube that came from the Diamond "mine" but two years ago, has established itself in the good graces of the trade and the consumer as strongly as if it had been on the market ten years instead



The Hartford Rubber Works.

of two. Among the other Diamonds that form a cluster of brilliance are the Hunter, which is a high grade single tube with thread fabric, the Diamond 400 and the Diamond Ixion, both of which have woven fabric though the latter is a second grade, but guaranteed. The Diamond Puncture Proof is another high grade single tube, while the Original completes the single tube list. In the double tube type there are the Diamonds 1920 and Niagara, the latter being an unguaranteed puncture proof tire.

That Kokomo and quality are synonymous is strongly evidenced by the fact that even with its enlarged facilities The Kokomo Rubber Company, of Kokomo, Indiana, find life is one continual round of orders for their well-known single tube tires, as well as the Kokomo inner tubes, which tax their capacity to get the goods out of the factory. And that few of them ever come back for any cause is even a stronger argument of their "built to last" characteristics. It is one thing to know how a good bicycle tire should be made and another thing to make it, and the reception tendered the New Oxford, the Defender and the Clover Leaf marks show that the Kokomo factory is keenly alive to

both.

All three tires are of the single tube variety, the New Oxford being made in sizes from 20 to 30 inches and with a corrugated tread, while the Defender is a special with a milled tread and is made in three distinct types, road, cactus and tandem. The Clover Leaf is the only smooth tread of the three and is made for racing, tandem and road work.

It is one of the proudest boasts of the Fisk Rubber Co., Chicopee Falls, Mass., that it has never marketed nor even made a tire which did not bear its own name. And wherever known, that name has stood for the best of quality both in manufacturing and marketing, as well as in material and structure. In variety of intent and wide range of applicability, the Fisk line is significant. The quota of bicycle tires includes a type for almost every conceivable class of use and user.

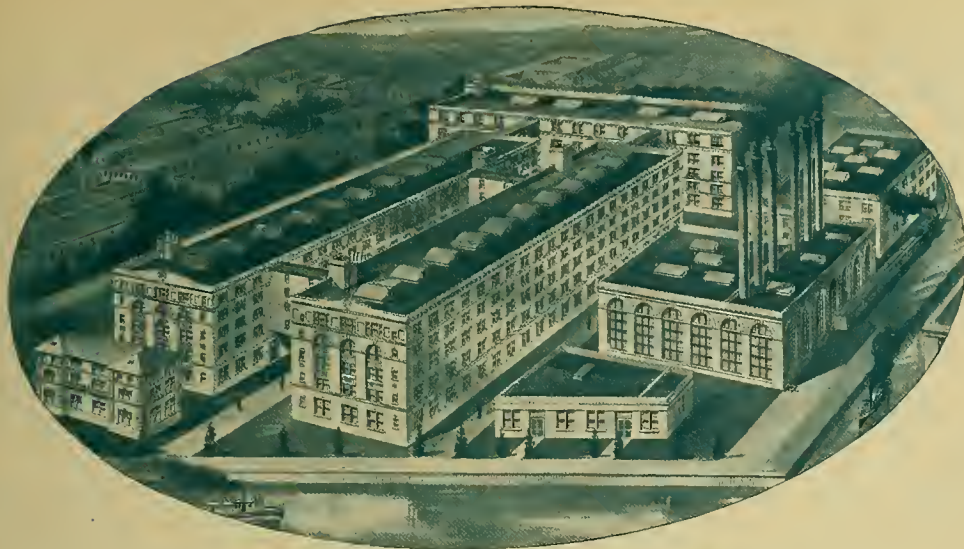
There are, for instance, the Puncture Proof, Cactus and Racing tires, each with an individual reputation of its own, which goes to strengthen the reputation of the name wherever it is found. The Premier and Premier Puncture Proof, as well as the New Departure, together with the additional numbered styles, all made in ranging sizes according to their purpose, is complete and inclusive. Even the juvenile series has a character all its own, and goes to complete an otherwise unbroken chain of utilities.

For the motorcyclist, on the other hand, there is the Fisk mechanically fastened tire, with its massive base of rubber and fabric forming a solid groundwork upon which bears the tube, and which is incapable of crowding or pinching it even under dire stress of careless handling. The method of fixture is by means of a series of through bolts passing from side to side of the base, and clamping the tire to flange and flange, is a noteworthy consideration in itself.

"Maybe a little more trouble to repair,



The B. F. Goodrich Plant at Akron, Ohio.



Morgan & Wright's Detroit Rubber Works.

but not so apt to need it, and bound to stay repaired when fixed," may be said to represent the characteristics of the M & W double tube bicycle tire, whose makers have stood as the chief exponents of the cemented double tube type first, last and all the time. But single tube tires are also put out under the M & W mark and an equally liberal assortment of special types is offered in each so that a tire for any particular class of work may be had from the Chicago makers, who, by the way, are just about to take possession of their immense new plant in Detroit, Mich. This plant, the main building of which is four stories, and measuring 300x60 feet, has been in the course of construction for almost a year past and contains every modern equipment.

The M & W line offers tires for juvenile wheels in both single and double tube types, the former, 1½ inches sectional diameter by 24, and the latter of the same size, known as style G. Then there is style A double tube for track and light road racing; style S2. Cataplarro, heavy tread for flint and gravel road work and style J for heavy road riding. In the single tube line which comprises about half a dozen types, there is a tire of each type that corresponds to a similar type of double construction. For instance, there is the Cataplarro heavy tread single tube and the Standard and types D, L and X, all of which have their counterparts in the double tube line. Beside these, Morgan & Wright also produce a cushion tire, a variety of butt ended inner tubes and vast quantities of tire tape, cements and the like.

"They embody the best principles that years of tire building have taught," is the statement of the makers of the Goodyear bicycle tires, the Goodyear Tire & Rubber Co., Akron, Ohio. The new wrinkle in valve attachment that was introduced last year having proved to be all that was expected of it in preventing the tire from becoming porous, has been retained, and forms one of the distinctive features of the Pathfinders

and Monarchs which have long been the standby of the Goodyear line, though they constitute but a small part of it, and although this year the Goodyear people are strongly featuring their Giant Heavy Roadster tire with a corrugated flat tread—about the only flat tread bicycle tire on the market.

In addition there are the Cactus Puncture Proof, the Giant Heavy Roadster, the Princeton and the New Surety, the Akron No. 20, the Buckeye single tube, the National and Eureka single tube tires and the Victory and Tip Top, all of which are made with corrugated treads. There is the Cleveland puncture proof and the Krackajack made with a smooth, raised tread of rubber and the Colonial and National corrugated tread double tube tires made under M & W license. Inner tubes of the cemented type and also of the endless variety, are turned out in large quantities, as well as separate

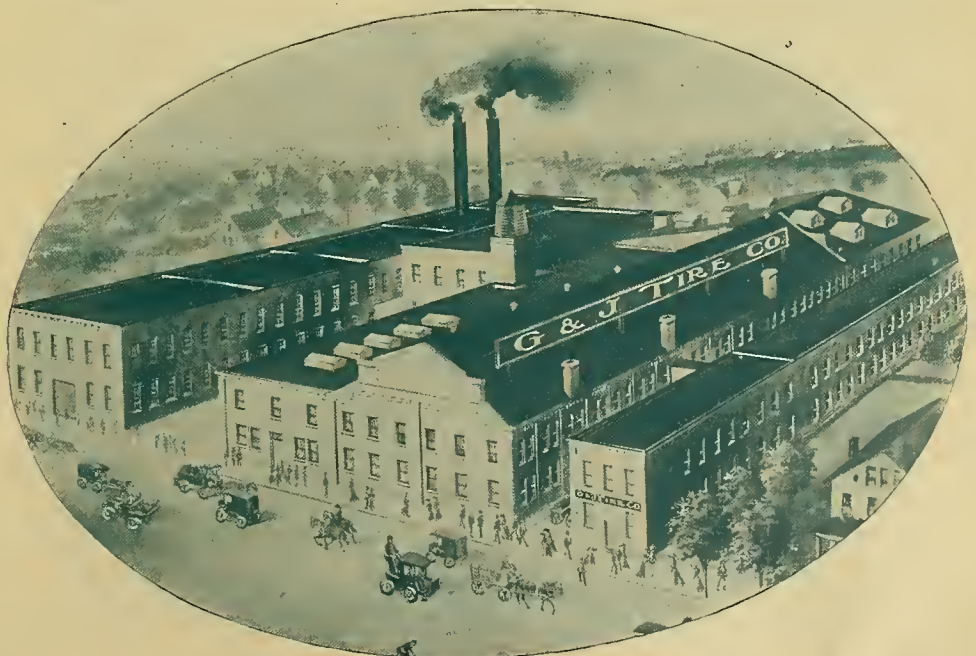
valve stems, patching rubber and plugs and similar specialties.

"Continental" has always stood for a type of construction in bicycle tires that was different. Ever since it has been making bicycle tires the Continental Rubber Works, Erie, Pa., has been turning them out on a plan all its own and that it is a good one hardly calls for statement in view of their continued success. The fabric is made of continuous layers moulded in a true circle, which does away with the necessity of splicing, while in the double tube type the casing is moulded in circular section without splicing and without the use of the inner tube made separately.

Counting the Liberty which is a medium priced tire sold without any guarantee, the Continental single tube line comprises four styles, the others being the No. 10 regular roadster; No. 30 roadster and No. 20 special roadster. Besides these two types of double tube tires are made the No. 60, a roadster, and the No. 80, a tire of extra quality and heavy tread. Juvenile tires are also made in both single and double tube types and large quantities of inner tubes are manufactured.

Thus, if variety can count as a measure of the ability of a manufacturer to please his patrons, beyond a doubt, the International Auto and Vehicle Tire Company, of Milltown, N. J., should be placed upon a lofty pinnacle. For it markets no less than nineteen distinct and different brands,

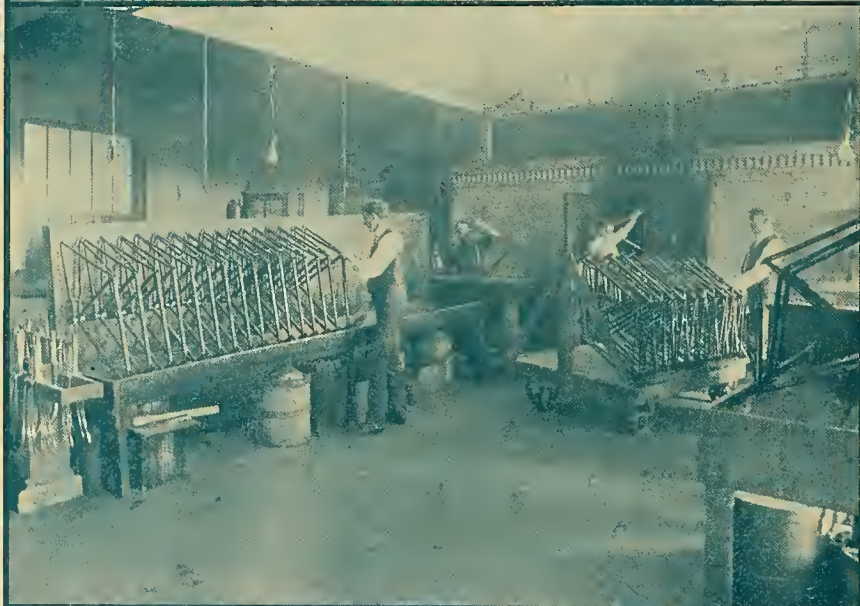
There are, for example, the Chase Tough Tread, and the Chase Roadster, to say nothing of four separate classes which are put out under the International headline itself. Then there are the particular resilient types, the Thorn Proof Thick Tread, the Endurance Roadster, and the Endurance Cushion Pneumatic. And, of course, there is a full line of juvenile type marketed.



The G & J Tire Factory, Indianapolis, Ind.

How High-Grade Bicycles Are Made

It is not a new story—that of how bicycles are made; but until the end of time it will remain an interesting one and one that will hold the attention of the rising generation, at least. Of the many who ride bicycles few have seen the inside of a bicycle factory. So gloriously simple is the completed product, that few persons ever pause to consider the wealth of detail



In the nickel-plating department. The gas-heated enameling ovens. Where the finished parts are inspected.



Drilling Cranks.

and painstaking care and attention that its production entails—that is the production of bicycles of quality. For there is a wealth of detail and care required and though each factory may have certain processes peculiar to itself, for the purposes of this story, the methods that produce Racycles at the plant of the Miami Cycle & Mfg. Co., Middletown, Ohio—many of which methods are well portrayed by the accompanying illustrations—will serve admirably as to applying to bicycle manufacture generally.

The tires would appear to form the foundation upon which the whole structure rests, but in reality they are merely the finishing touch with which the manufacturer of the bicycle itself has little to do except to fasten them on the rims. As a matter of fact

the frame forms the nucleus about which all the remaining parts are clustered, so that with the making of this the bicycle may well be said to have its inception—and it is well to bear in mind the methods here described apply solely to high grade



Drilling and pinning frames.

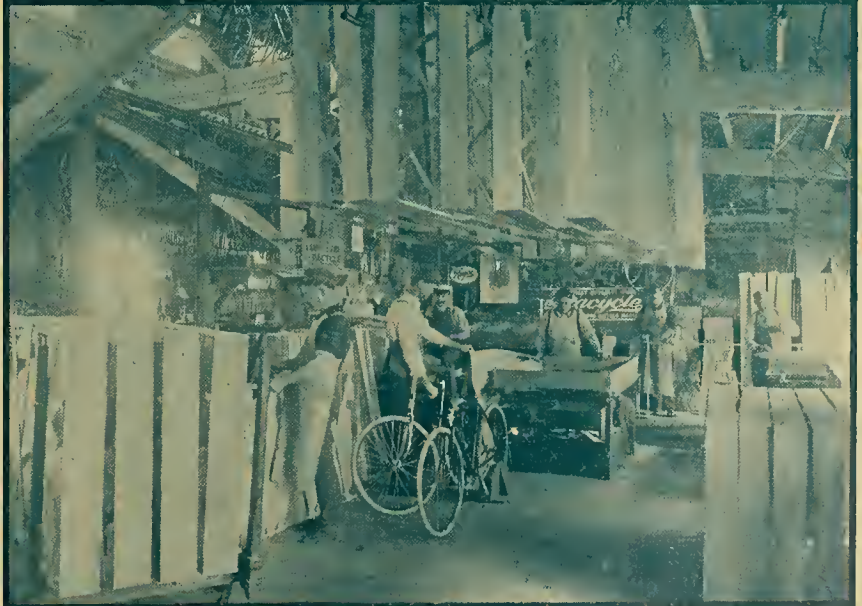
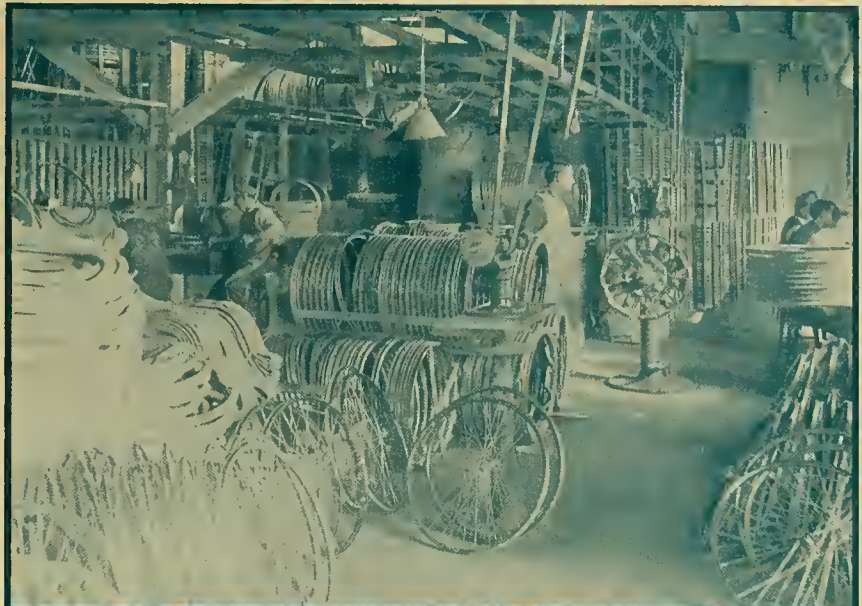
bicycles. In the manufacture of cheap machines every penny counts. Penny pinching is indeed the cardinal doctrine and always is the aim not to see how much can be done, but how little and how that can be done quickest, with the cheapest possible labor



Brazing the Joints.

and the cheapest possible materials and processes.

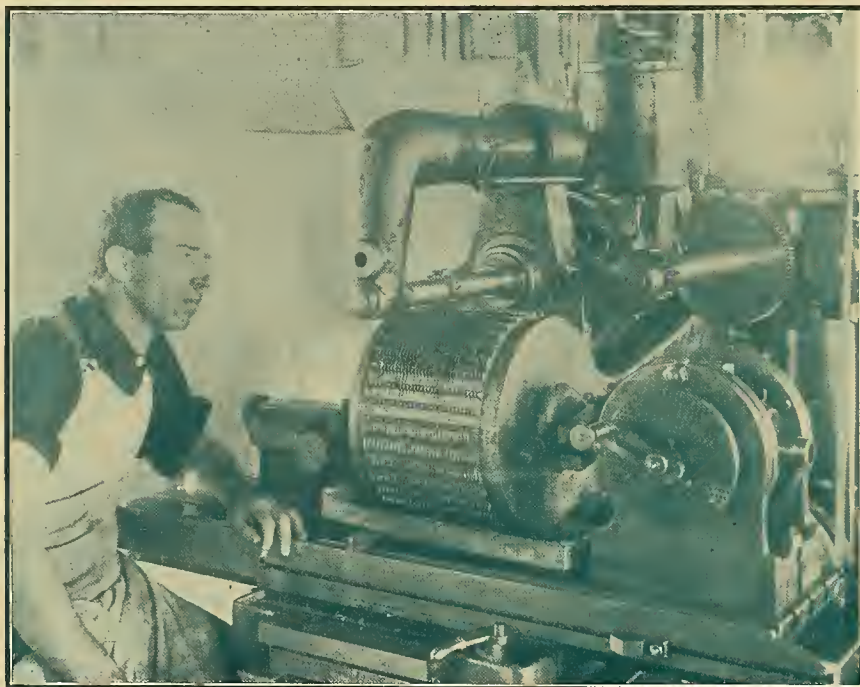
Steel tubing, which has gone through some very striking processes itself before ever reaching the bicycle factory—and the production of which in America was developed by the bicycle—may therefore be rightly said to constitute the first “ingredient.” Observe, if you will, the workman



In the wheel room. Assembling the finished machines. The last step—crating for shipment.

at the bench operating a simple little machine—probably one of the simplest in the whole establishment. The bench is piled with short pieces of tube while on the floor beside him is a heap of long stock lengths. He picks up one of them, shoves it between the swiftly revolving cutters until it reaches a certain point; and with a pull at the lever snips it off, and the operation is repeated indefinitely. The number of cuts necessary to provide the three long pieces comprising the frame are made in the time it takes to describe the operation.

The head, seat post and crank bracket connections are the only remaining parts necessary to assemble the frame and these are being supplied at an adjacent bench.



Cutting the Sprocket Wheels.

They are put in and when rough shaped are carried over to the forming machine to be drilled, wired, riveted and made ready for the brazers. Each joint having been subjected to the roaring flame until red hot, and then having had molten brass poured into every crevice, the artisan meanwhile turning and twisting the piece to insure the penetration of the yellow, watery looking metal, the frame is complete, and is put one side for the finisher. In the interim, the forks have been under construction; the crowns have been forged by the drop hammers at white heat, and the fork sides of 18 gauge seamless tubing reinforced at the tips have been assembled, also by riveting and brazing, and for the first time the frame and the forks come together in the first detail of the finishing process.

At a long row of vises along the wall men are filing the brazed joints of the frames smooth by hand, while others are holding the recently assembled forks and crowns up against whirling emery wheels—an operation that apparently makes a great

deal more noise than it should. The added roar is that of the powerful blowers forcibly drawing off the metallic dust and ejecting it into the outer air. The frames and forks again separate, the former coming into the hands of the gaugers who test them carefully for alignment and then to a general inspector before finally reaching the enameling room, while the latter go through similar steps before being bundled off to the nickel plating department. Both are about to enter upon the last step before forming a part of a complete machine.

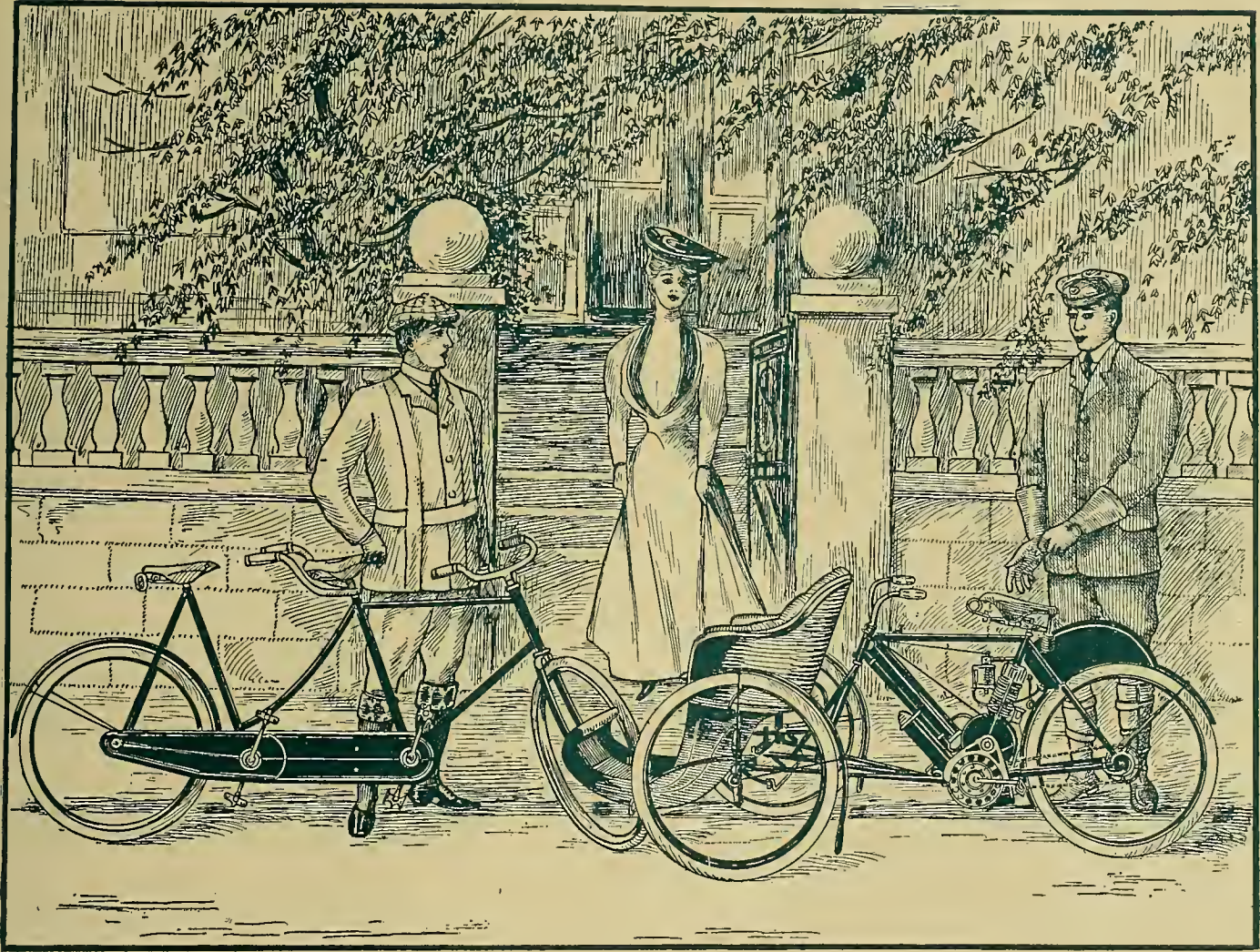
The frames are chemically cleaned and polished to remove every trace of foreign matter, and are then treated to a bath in anti-rust solution to prevent the tubing from

repeated a number of times, which varies with the color desired. After it is complete the plain black frames receive a finishing coat of transparent copal before being subjected to the final baking. Since first appearing as a frame, the materials which the visitor may imagine himself to be following step by step into the complete bicycle, have undergone seven different operations, passed through five ovens and are again ready for a general inspection before going to the stock room. In the meantime the forks have reached the same place via the nickel plating room where they have been subjected to a lengthy process of finishing.

But handle bars, sprockets, spokes, cranks, seat posts and all the multitude of small parts that go to make up the complete machine, also have to pass through the nickel plating room. Before they do so however they must first come into existence and it is very interesting to note how they are made. This brings the course of inspection to one of the most fascinating departments of the factory—the machine tool room. Here are machines big and little, of every imaginable description and the ceaseless whirring of what appears to be miles of shafting and belts so distract the attention that it is difficult to confine observation to any particular detail. Here at a row of semi-automatic screw machines long piles of round and flat steel bars are rapidly being converted into head and hanger cones, crank hangers, bolts, nuts, washers, retainers and the like. Not far away is another row of the same machines, cutting, biplaning and facing rear sprockets of various sizes. Opposite them are milling machines which convert the round, useless looking blanks into sprockets by cutting teeth out of their edges and this may well be said to be one of the most interesting of the mechanical operations. Taking almost three dozen of the flat, hollow disks to be converted into the large 30 tooth sprockets that constitute one of the distinctive features of the Racycle, the workman passes them over a mandrel or bar, clamps them tightly together between two plates and the whole is set in the machine and connected up. The machine is started and the solid group of blanks is slowly drawn beneath what appears to be a rapidly revolving star wheel. This is the milling cutter and its passage leaves a remarkably clean and well defined channel. One instinctively watches the operator to note what he will do when the cutter comes to the end of its course, but he keeps his eye on the work and makes no move. With a click and a slight jerk the machine revolves the blanks one notch, draws them back to their starting point and again sends them under the cutter which mills the next channel, leaving between the two the first row of teeth on the sprockets to be. The machine is a "full automatic" and barring accident, it performs its functions continuously without supervision other than a supply of new blanks from time to time.

While apparently as simple a piece of the

Temptation.



"HOW HAPPY I'D BE WITH EITHER, WERE T'OTHER DEAR CHARMER AWAY."

machine as any, the cranks go through a great many operations, the special design of the Racycle in this respect making 22 operations for the right crank and 18 for the left crank necessary for their completion, with a trip to the inspection room after each machining operation. From the time that the crank first takes form under the hammer of the drop forging press, is drilled, turned and machined a number of times, until it finally emerges, complete except for its ornamentation, it goes through a course of different operations such as would suffice in the eyes of the uninitiated to build a whole bicycle. Having completed this long round, it goes together with the other products of the machine room to the tempering department where all similar parts are taken to be carbonized and case hardened or tempered. Having emerged from this it enters upon the next to the last step by joining a mass of all the other small parts in what may be termed the ante-room of the nickel plating department.

At a long row of whirring, roaring ma-

chines, operators are grinding and polishing cranks, sprockets, handle bars and other parts that are to be bright on the finished bicycle. Each workman devotes himself to a certain part of the machine and there they sit, hour after hour, holding a sprocket or a handle bar up against the rapidly revolving buff or polishing wheel. After another inspection the small parts enter upon the last step. They are first suspended in a boiling solution of caustic potash or something similar to eliminate every trace of dirt and grease, and are then made chemically clean by being put through various solutions and scouring processes. Next they are given a heavy deposit of copper in the first plating vats and after being dried are again buffed until they shine more like gold than anything else. This is to secure a perfectly smooth surface for the nickel and after another cleaning they find their way into the nickel plating vats, where they remain three to five hours, meanwhile being steadily kept in motion so that every part of the article may receive an even deposit.

From this they emerge a dull, silvery white which turns to a brilliant lustre under the final buffing.

Having traced the course of every part through its many phases, from raw material to the finished article, they may be followed to the stock room where all are collected. Here are to be seen practically everything except the frames, which have already been described, and the wheels. The wood rims constitute one of the very few parts that are not made in the factory itself, and with their addition the wheels are put together in a room specially devoted to the purpose and the last part is ready for the assembler. Wheels, forks and frames are joined for the first time, handlebars and seat posts added, cranks, sprockets and chains put in place and adjusted, grips fastened in place and the saddle bolted on and the bicycle is ready for the road. But in order to reach the latter, it is first packed in a crate in the shipping department, which marks its last connection with the factory.

The Bicycle Records on the Books

PROFESSIONAL COMPETITION.—UNPACED.

A handicap is recognized as competition record if the time made is better than has been made in any scratch race of same distance.

	Time.	Holder.	Place.	Date.
1/4 mile,	0:28 3/4	F. L. Kramer	Vailsburg	May 4, 1902.
1/2 "	0:38 3/4	E. C. Bald	Charlotte, N. C.	Nov. 3, 1897.
3/4 "	0:54 3/4	F. L. Kramer	Vailsburg	June 15, 1902.
* 1 "	1:22 3/4	C. L. Hollister	Salt Lake City	Aug. 18, 1905.
* 2 "	1:49 3/4	F. L. Kramer	Vailsburg	Sept. 11, 1904.
3 "	3:48	W. M. Samuelson	Salt Lake City	Aug. 4, 1905.
4 "	5:55 1/2	Iver Lawson	Ogden	July 6, 1905.
* 5 "	10:15	W. S. Fenn	Vailsburg	Aug. 25, 1901.
10 "	21:29 3/4	W. M. Samuelson	Salt Lake City	Aug. 5, 1904.
15 "	33:44	F. L. Kramer	Vailsburg	Sept. 22, 1901.
20 "	46:06 1/2	E. C. Hausman	Madison Square Garden	Sept. 28, 1901.
25 "	57:52 3/4	F. L. Kramer	Madison Square Garden	Sept. 28, 1901.
One hour, 26 miles 19 yards, W. Hedspeith, Dayton, O., July 31, 1902.				
* Made in handicap.				

PROFESSIONAL AGAINST TIME.—PACED

	Time.	Holder.	Place.	Date.
1/4 mile,	0:20	Major Taylor	Chicago	Nov. 9, 1899.
1/2 "	0:27 1/2	J. S. Johnson	Nashville	Oct. 29, 1896.
3/4 "	0:41	Major Taylor	Chicago	Nov. 10, 1899.
1 "	0:53 3/4	W. W. Hamilton	Coronado, Cal.	Mar. 2, 1896.
2 "	1:06 1/2	R. A. Walthour	Chas. River Pk.	May 31, 1904.
3 "	2:20 1/2	Joe Nelson	"	Aug. 27, 1903.
4 "	3:30 1/2	"	"	"
5 "	4:41 1/2	"	"	"
6 "	5:51	"	"	"

PROFESSIONAL AGAINST TIME.—UNPACED RECORDS.

	Time.	Holder.	Place.	Date.
1/4 mile,	0:24	W. M. Samuelson	Ogden	July 29, 1905.
1/2 "	0:34 1/2	W. W. Hamilton	Coronado, Cal.	Mar. 2, 1896.
3/4 "	0:51 1/2	W. M. Samuelson	Ogden	July 13, 1905.
1 "	1:14 1/2	W. C. Sanger	Denver	Nov. 16, 1895.
2 "	1:53 1/2	W. M. Samuelson	Salt Lake City	July 25, 1901.
3 "	4:08 3/4	"	"	June 21, 1904.
4 "	6:32 3/4	F. J. Titus	Woodside Pk., Philadelphia	July 2, 1898.
5 "	8:50	"	"	"
6 "	11:04 1/2	Alex Peterson	Dayton, O.	Aug. 4, 1902.
10 "	23:09 3/4	W. W. Hamilton	Denver, Col.	July 9, 1898.
15 "	35:03	"	"	"
20 "	47:08 3/4	"	"	"
25 "	59:13 3/4	"	"	"
One hour, 25 miles, 600 yards, W. W. Hamilton, Denver, July 9, 1898.				

PROFESSIONAL COMPETITION.—MOTOR PACED.

	Time.	Holder.	Place.	Date.
1 mile,	1:09 1/2	Hugh McLean	Charles River Park	Aug. 27, 1904.
2 miles,	2:19	Hugh McLean	"	"
3 "	3:31 3/4	James Moran	"	June 28, 1904.
4 "	4:43	Harry Caldwell	"	Sept. 1, 1903.
5 "	4:43	R. A. Walthour	"	May 31, 1904.
6 "	5:51	"	"	"
7 "	7:00 1/2	"	"	"
8 "	8:07 3/4	"	"	"
9 "	9:14 1/2	"	"	"
10 "	10:22	"	"	"
11 "	11:29 1/2	"	"	"
12 "	12:36 1/2	"	"	"
13 "	13:43	"	"	"
14 "	14:50 3/4	"	"	"
15 "	15:57 1/2	"	"	"
16 "	17:03 3/4	"	"	"
17 "	18:10 3/4	"	"	"
18 "	19:17 3/4	"	"	"
19 "	20:24 3/4	"	"	"
20 "	21:30 3/4	"	"	"
21 "	22:37 3/4	"	"	"
22 "	23:44 3/4	"	"	"
23 "	24:51 3/4	"	"	"
24 "	25:59	"	"	"
25 "	27:07 3/4	"	"	"
26 "	28:15 1/2	"	"	"
27 "	29:22 3/4	"	"	"
28 "	30:30 1/2	"	"	"
29 "	31:37 3/4	"	"	"
30 "	32:45	"	"	"
31 "	33:52 3/4	"	"	"
32 "	36:26	Harry Caldwell	"	Sept. 1, 1903.
33 "	37:37 1/2	"	"	"
34 "	38:48 1/2	"	"	"
35 "	39:57 3/4	"	"	"
36 "	41:07 3/4	"	"	"
37 "	42:18 1/2	"	"	"
38 "	43:28 1/2	"	"	"
39 "	44:39 1/2	"	"	"
40 "	45:49 3/4	"	"	"
41 "	47:00	"	"	"
42 "	48:10 1/2	"	"	"
43 "	49:21 1/2	"	"	"
44 "	50:31 1/2	"	"	"
45 "	51:41 1/2	"	"	"
46 "	52:50 3/4	"	"	"
47 "	54:23 1/2	"	"	"
48 "	55:49 3/4	"	"	"
49 "	57:21 1/2	"	"	"
50 "	58:43 1/2	"	"	"
51 "	59:59	"	"	"
52 "	2:11:14 1/2	"	Revere	Sept. 5, 1904.
53 "	2:28:46	"	"	"
54 "	2:48:11 1/2	"	"	"
55 "	3:31:12 3/4	Hugh McLean	"	"

AMERICAN PROFESSIONAL PACED HOUR RECORDS.

Hour.	Holders.	Distance.	Year.
1 hour,	50 miles, 3 yards, Harry Caldwell	Charles River Pk.	Sept. 1, 1903.
2 hours,	77 " 440 "	James Moran	Revere Aug. 8, 1903.
3 "	106 " 900 "	Harry Caldwell	Revere Sept. 5, 1904.
4 "	137 " 275 "	Hugh McLean	"
5 "	168 " 910 "	James Moran	"
6 "	197 " 220 "	James Moran	"
7 "	199 " 220 "	Chas. Turville	Salt Lake City Sept. 15, 1901.
8 "	218 " 440 "	W. F. King	"
9 "	246 " 440 "	"	"
10 "	265 " "	"	"
11 "	239 " "	"	"
12 "	312 " 880 "	B. W. Pierce	Waltham July 3, 1899.
13 "	335 " 1,540 "	W. F. King	Salt Lake City Sept. 15, 1901.
14 "	355 " "	"	"
15 "	372 " "	"	"
16 "	397 " 220 "	"	"
17 "	403 " 440 "	"	"
18 "	416 " "	John Lawson	Los Angeles June 10, 1900.
19 "	432 " "	"	"
20 "	450 " 1,540 "	"	"
21 "	466 " 660 "	"	"
22 "	485 " 220 "	"	"
23 "	507 " 1,320 "	"	"
24 "	528 " 925 "	"	"

WORLD'S PROFESSIONAL SIX-DAY—UNPACED

Hour.	Holders.	Distance.	Year.
1	Gougoltz and Kaser	25.2	1902
2	Gougoltz and Kaser	49.9	1902
3	Eikes and McFarland	72.8	1900
4	Eikes and McFarland	95.1	1900
5	Leander and Krebs	118.1	1902
6	Bedell Brothers	141.2	1902
7	Eikes and McFarland	162.6	1900
8	Bedell Brothers	185.0	1902
9	Eikes and McFarland	204.3	1900
10	"	226.0	1900
11	"	247.5	1900
12	"	267.2	1900
13	"	291.2	1900
14	"	309.5	1900
15	"	331.0	1900
16	"	349.8	1900
17	"	371.3	1900
18	"	390.6	1900
19	"	410.2	1900
20	"	428.9	1900
21	"	449.2	1900
22	"	470.1	1900
23	"	490.8	1900
24	"	510.1	1900
25	"	529.0	1900
26	"	547.7	1900
27	"	565.6	1900
28	"	586.4	1900
29	"	605.6	1900
30	"	622.1	1900
31	"	640.4	1900
32	"	659.4	1900
33	"	679.1	1900
34	"	698.2	1900
35	"	715.4	1900
36	"	734.2	1900
37	"	753.8	1900
38	"	773.3	1900
39	"	792.1	1900
40	"	811.7	1900
41	"	831.0	1900
42	"	850.7	1900
43	"	869.1	1900
44	"	889.1	1900
45	"	906.1	1900
46	"	926.4	1900
47	"	946.8	1900
48	"	966.3	1900
49	"	985.3	1900
50	"	1002.2	1900
51	"	1020.5	1900
52	"	1038.6	1900
53	"	1056.0	1900
54	"	1073.3	1900
55	Miller and Waller	1093.1	1899
56	"	1112.7	1899
57	"	1130.1	1899
58	"	1148.5	1899
59	"	1167.7	1899
60	"	1184.7	1899
61	"	1203.9	1899
62	"	1221.7	1899
63	"	1239.5	1899
64	"	1259.4	1899
65	"	1278.6	1899
66	"	1298.6	1899
67	"	1318.9	1899
68	"	1336.4	1899
69	"	1355.7	1899
70	"	1376.4	1899
71	"	1395.6	1899

The Bicycle Records on the Books

PROFESSIONAL HANDICAP.

Time.	Holder.	Place.	Date.
1/4 mile, 0:28 3/4	F. L. Kramer	Vailsburg	Sept. 5, 1904.
1/2 " 0:54 3/4	"	"	June 15, 1902.
3/4 " 1:18	W. F. Sims	Washington	Aug. 15, 1898.
1 " 1:22 3/4	C. L. Hollister	Salt Lake City	Aug. 18, 1905.
1 1/4 " 1:49 3/4	F. L. Kramer	Vailsburg	Sept. 11, 1904.
2 " 3:48	W. M. Samuelson	Salt Lake City	Aug. 5, 1901.
3 " 6:11	W. M. Samuelson	Salt Lake City	July 12, 1904.
5 " 10:15	W. S. Fenn	Vailsburg	Aug. 25, 1901.
10 " 21:53 3/4	W. S. Fenn	Vailsburg	July 27, 1902.

WORLD'S PROFESSIONAL PACED HOUR RECORDS.

1 hour, 55 miles, 1,515 yards	Guignard	Paris	April 12, 1905.
2 hours, 99 " 580 "	Contenet	Leipsic	Sept. 3, 1905.
3 " 131 " 621 "	"	Paris	Mar. 4, 1906.
4 " 156 " 518 "	Robl	Berlin	Aug. 3, 1902.
5 " 188 " 138 "	"	"	"
6 " 248 " 661 "	Contenet	Paris	Mar. 4, 1906.
10 " 400 " 1,429 "	Bouhours	"	"
12 " 474 " 1,481 "	"	"	"
15 " 574 " 398 "	"	"	"
20 " 724 " 454 "	"	"	"
24 " 815 " 291 "	"	"	"

AMATEUR COMPETITION.—UNPACED.

Time.	Holder.	Place.	Date.
1/4 mile, :28 3/4	M. L. Hurley	Vailsburg	July 27, 1902.
1/2 " :38 3/4	W. S. Fenn	Hartford	Sept. 3, 1900.
3/4 " :57 1/2	M. L. Hurley	Providence	Aug. 13, 1902.
1 " 1:18	M. L. Hurley	"	July 1, 1901.
1 1/4 " 1:26 3/4	J. H. McCormack	Ogden	Aug. 27, 1905.
2 " 1:57 3/4	E. E. Smith	Salt Lake City	Aug. 20, 1901.
3 " 3:56 3/4	S. H. Wilcox	"	July 18, 1905.
4 " 5:57 1/2	A. Carter	Ogden	Aug. 3, 1905.
5 " 10:31 3/4	S. H. Wilcox	Ogden	June 28, 1905.
10 " 21:23	J. P. Linley	New Haven	May 30, 1902.
15 " 35:32	G. H. Collett	New York City	May 30, 1900.
20 " 45:40 3/4	E. Stander	New Haven	Aug. 5, 1900.
25 " 1:00:39	Ed. W. Forrest	Vailsburg	July 28, 1901.
30 " 1:13:36	J. P. Jacobson	New York City	Aug. 25, 1899.
40 " 1:39:56 3/4	"	"	"
50 " 2:05:00 3/4	"	"	"
75 " 3:30:36 3/4	W. Torrence	"	"
100 " 4:57:24 3/4	"	"	"
One hour, 24 miles, 1,472 yards	Geo. H. Collett	New York City	May 30, 1900.

*Made in handicap.

AMATEUR AGAINST TIME, UNPACED.

Time.	Holder.	Place.	Date.
1/4 mile, :25	Calvin Snow	Providence	Aug. 25, 1896.
1/2 " :25	N. C. Hopper	Salt Lake City	Aug. 19, 1902.
3/4 " :33 3/4	A. B. Simons	Deming	May 26, 1896.
1 " :53 3/4	N. C. Hopper	Salt Lake City	Aug. 7, 1902.
1 1/4 " 1:21 3/4	J. G. Heil	Denver	July 31, 1897.
2 " 1:32 3/4	S. H. Wilcox	Ogden, Utah	July 20, 1905.
3 " 2:00 3/4	John Hume	Ogden, Utah	July 13, 1905.
4 " 4:25	F. S. Dusenberger	Ottumwa, Iowa	July 24, 1899.
5 " 6:39 1/4	"	"	"
10 " 9:31 3/4	O. B. Hackenberger	Denver	Dec. 13, 1895.
15 " 11:56 3/4	"	"	"

AMATEUR HANDICAP IN COMPETITION.

Time.	Holder.	Place.	Date.
1/4 mile, 0:29 3/4	M. L. Hurley	Vailsburg	May 30, 1902.
1/2 " 0:38 3/4	W. S. Fenn	Hartford	Sept. 3, 1900.
3/4 " 0:57 1/2	M. L. Hurley	Providence	Aug. 13, 1902.
1 " 1:18	M. L. Hurley	Providence	July 1, 1901.
1 1/4 " 1:26 3/4	J. H. McCormack	Ogden	Aug. 27, 1905.
2 " 1:57 3/4	Eddie E. Smith	Salt Lake City	Aug. 20, 1901.
3 " 4:06 3/4	J. E. Hume	Salt Lake City	Aug. 25, 1905.
4 " 7:25	R. A. Carni	Brookside Park	Sept. 11, 1900.
5 " 10:56	M. L. Hurley	Vailsburg	July 6, 1902.

AMATEUR TANDEM—COMPETITION.

Time.	Holder.	Place.	Date.
1 mile, 1:52 3/4	Hausman-Rutz	"	"
2 " 3:54	Wilcox-McCormack	Salt Lake City	Aug. 1, 1905.
3 " 5:47 3/4	Wilcox-McCormack	"	July 27, 1905.
5 " 10:15	Wilcox-McCormack	"	June 13, 1905.

AMATEUR AGAINST TIME—MOTOR PACED RECORDS.

Time.	Holder.	Place.	Date.
1/4 mile, 0:20 1/4	R. G. Holzel	Spokane	Sept. 4, 1899.
1/2 " 0:29 3/4	"	"	26, 1899.
3/4 " 0:44 3/4	Geo. Leander	Indianapolis	Sept. 29, 1900.
1 " 1:13	Samuel Sulkin	Charles River Park	July 25, 1903.
2 " 2:53 1/4	Walter Smith	Vailsburg	July 27, 1902.
3 " 4:23	"	"	"
4 " 5:52 3/4	"	"	"
5 " 7:18 3/4	"	"	"
6 " 9:51 3/4	Joe Nelson	"	Oct. 5, 1901.
7 " 11:28 3/4	"	"	"
8 " 13:05 3/4	"	"	"
9 " 14:43 3/4	"	"	"
10 " 16:21	"	"	"
11 " 17:58	"	"	"
12 " 19:34 3/4	"	"	"
13 " 21:12	"	"	"
14 " 22:50	"	"	"
15 " 24:26 3/4	"	"	"
20 " 33:05 1/4	"	"	"
25 " 41:27	"	"	"
30 " 50:23 3/4	"	"	"
35 " 59:00	"	"	"
One hour, 35 miles, 1,055 yards.			

AMATEUR COMPETITION.—MOTOR PACED.

Time.	Holder.	Place.	Date.
1 mile, 1:24 3/4	Samuel Sulkin	Providence	Aug. 22, 1903.
2 " 2:47 3/4	"	"	"
3 " 4:18 3/4	"	"	"
4 " 5:43 3/4	"	"	"
5 " 7:07 3/4	"	"	"
6 " 8:31 3/4	"	"	"
7 " 9:56 3/4	"	"	"
8 " 11:20 3/4	"	"	"
9 " 12:44 3/4	"	"	"
10 " 14:08 3/4	"	"	"
11 " 15:14	Joe Nelson	Vailsburg	Oct. 20, 1901.
12 " 19:55	"	"	"
13 " 21:36 3/4	"	"	"
14 " 23:18 3/4	"	"	"
15 " 24:55 3/4	"	"	"
20 " 34:02 3/4	Ray Duer	Berkeley Oval	Sept. 9, 1899.
25 " 47:37	John Nelson	Montreal	Aug. 10, 1899.
30 " 57:28 3/4	"	"	"
40 " 1:17:31 3/4	"	"	"
50 " 1:38:26 3/4	"	"	"
60 " 1:59:35 3/4	"	"	"
62 " 2:03:5 1/4	"	"	"
One hour, 31 miles, 460 yards, John Nelson, Montreal, Aug. 10, 1899.			
Two hours, 50 miles, 430 yards, John Nelson, Montreal, Aug. 10, 1899.			

ADDITIONAL RECORDS.

World's human-paced hour record, professional—Rene Portier, 30 miles 855 yards, Paris, Oct. 22, 1905.

World's unpaced hour record, professional—Petit Breton, 25 miles 969 yards, Paris, Aug. 24, 1905.

PROFESSIONAL MULTICYCLE.

Tandem—Competition—One mile, 1:46 3/4, N. Butler-T. Butler, Cambridge, July 31, 1897. Against time, paced—One mile, 1:37 3/4, McCarthy-Munroe, Brockton, October 3, 1899. One mile, 1:43 3/4, Samuelson-Williams, Salt Lake City, July 8, 1904. Five miles, 9:25 3/4, Flower-Church, Philadelphia, November 6, 1897. Against time, unpaced—One mile, 1:51 3/4, Swanbrough-Hughes, Denver, October 4, 1897. One hour, 26 miles, 1,292 yards, Sager-Swanbrough, Denver. Handicap—One mile, 1:50, J. Chapman-I. Lawson, Salt Lake City, June 2, 1900.

Triplet—Competition—One mile, 1:46, Michael-Stone-Bainbridge, Cambridge, July 31, 1898. Against time—One mile, 1:40 3/4, Fernwalt-Munroe-Johnson, Philadelphia, July 30, 1898. One hour, 28 miles, 75 yards, Kaser-Miller-Gardiner, Bellair, March 16, 1898.

Quadruplet—Competition—One mile, 1:50 3/4, Waller-Leonert-Pierce-Scherer, Cambridge, July 31, 1897. Against time—One mile, 1:40, Schinner-Newkirk-Bohman-Bradis, Chicago, August 20, 1898.

Quintuplet—Competition—One mile, 1:46 3/4, Sager-Eckberg-Watts-Swanbrough-Casey, Cambridge, July 30, 1898. Against time—One mile, 1:46 3/4, Callahan, N. Butler-Pierce-Walsh-Coleman, Cambridge, August 1, 1898.

Sextuplet—Competition—One mile, 1:45 3/4, McDuffee-Caldwell-Sullivan-Mayo-Barnaby-Saunders, Cambridge, July 31, 1897. Against time—One mile, 1:41 3/4, Saunders-Pierce-F. Butler-Caldwell-Crooks-Coleman, Cambridge, September 26, 1896.

SUGGESTED TESTIMONIALS FOR THE "CHEAP AND NASTY" BICYCLE.

"I have not spent a penny on the machine since I got it, for, to be candid, I don't think it is worth it."

"The bicycle fully upholds your reputation," writes a disinterested friend; "it is now on the scrap heap."

"Yours is a ripping good bicycle. It tore up yards of roadway the other day—after the forks broke."

"I may say that Juggins, whom I recommended to get one of your world-famed cycles, is now convalescent."

"After fitting new frame, new wheels, and new bearings, the bicycle you sent me last week is running very smoothly, indeed."

"Your bicycle is the only genuine safety on the market. A cycle thief took it away yesterday morning and brought it back

again to-day."

"I have done 200 miles since Friday—195 by train."

"Permit me to say that your machine is fit for a king—if he doesn't cycle."

"The machine you sold me will be a good advertisement for you. Already it is advertised in the for sale columns."



THE OLD WAY.



THE MORROW WAY.

"THE DEBT

which cycling owes to the MORROW never can be repaid. It made cycling not only safe but **thoroughly** enjoyable."

THAT IS THE LANGUAGE

of one of the very many enthusiastic adherents of the

MORROW COASTER BRAKE.

THE FIRST, IT REMAINS THE LEADER.

Our Illustrated matter is not merely interesting—it's instructive.

ECLIPSE MACHINE CO., Elmira, N. Y.



THE OLD WAY.



THE MORROW WAY.

What the Automobile Owes to the Bicycle

Just now when the automobile is looming so large in the public eye, it is interesting to note how greatly the bicycle has influenced its construction. The number of "bicycle ideas" that have been borrowed—many of them vital ideas—is not inconsiderable, but the fact rarely is appreciated or remarked. The debt that the automobile owes the bicycle is not a small one as that veteran cyclist, Henry Sturmey, recently pointed out.

"To begin with the wheels; where would the motor car of to-day be without rubber or pneumatic tires?" he asks. "Yet both the solid and pneumatic tire are entirely the result of cycle development, and I think I may say that without these the motor car of to-day would be an impossibility, and I am certain any motor car so constructed would be but a qualified success. Then we have the wire suspension wheel, which, although tabooed by many motor engineers—largely because it is a typical cycle wheel—is now beginning to be recognized as the lightest and strongest form of construction, being used in preference to the wood wheel in the construction of racing cars where the highest combination of lightness with strength is required, and it is not by any means beyond the bounds of possibility that it may eventually oust the artillery wheel from its present universal position. And then we have ball bearings. True, they are not universal on the motor car to-day, but I have very little doubt but that they shortly will be, seeing that quite a majority of the up-to-date cars for the present season are so fitted. Now, not only the ball-bearing but the roller bearing, are both—especially the former—essentially the work of the cycle engineer. The ball-bearing was used on cycles for many years before engineers engaged on the construction of other machinery would consent to even look at it; yet to-day we find ball bearings used in many other engineering constructions, and now being adopted extensively by the motor engineer.

"Further than this, no part of motor car construction owes more to the cycle than does the chain, for the development of the pitch-chain is entirely due to the cycle experimenter. Before the cycle maker took it in hand, transmission by chain was looked upon—and rightly looked upon—by engineers as one of the most wasteful and least efficient forms of power transmission; yet by gradual development to his needs and by the selection of materials especially produced by the steel makers for the purpose—as also with the ball-bearing—the

pitch-chain has been developed until it is to-day recognized as not the least efficient, but probably the method of transmission providing the highest efficiency known, more especially when another lesson from the cycle manufacturer is learnt, and the chains enclosed in oil-tight gear-cases, as they are upon some cars. And then we have the differential gear and the live axle. Whilst not entirely original with the cycle manufacturer—the differential gear in its original form having been used upon traction engines prior to its re-invention and adaptation to the tricycle—it has been solely and entirely by means of the latter that this form of construction has been popularized and its merits universally recognized. Indeed, so closely has the balance-geared live

number of cars—is another simple adaptation from cycle practice, because the widely-used Bowden brake of the cycle, together with its operating mechanism, are essentially, from their very inception, a development of cycle construction; and, although it may at first sight not strike the reader, it will be seen that even the broad design of many a modern car is based upon that of the modern safety bicycle.

"The drive by the back wheels by means of a chain from the propelling power placed in the centre, the distribution of the bulk of the weight between the wheels—i. e., within the wheel base and more largely on the rear than on the front wheels—and the steering with the front wheels are all tacit recognitions of the correctness of the design of the older and lighter form of road vehicle."

These Should be Happy Botanists.

One of the most recent recognitions of the bicycle's utility is contained in the action of the Education Committee of London's County Council in recommending that each of the gardeners in the Council's employ be supplied with a bicycle as well as an allowance of two cents per mile for each mile ridden. These gardeners are employed in the collection of botanical specimens which are supplied to no less than 575 departments of the County Council schools. It is said that on an average of 700 boxes, containing 500,000 specimens are dispatched monthly. The latter are collected in districts, mainly remote from railway stations so that by employing bicycles not only is the cost of conveyance greatly reduced, but a very much larger sphere of exploration becomes possible.

The Sermon from Ezekiel.

The Reverend J. Westbury Jones, of Spafford Church, London, apparently has had some experience with punctures. On a recent Sunday he took for his text Ezekiel 15-16, "The appearance of wheels and their works." Among other things, the divine took occasion to say: "As long as the tire is full of wind it goes easily, but when the wind goes out its progress is impeded. There are punctured Christians as well as punctured wheels. St. Paul said to the Galatians, 'Ye did run well; who hath hindered you?' For a time they seemed to be filled with the Spirit and were running well; but the Christian tires ran against some sharp Judaistic stones, and the Galatians were punctured. And it is not so easy to mend a life as it is to mend a bicycle."



NEW YORK BRANCH 214-216 WEST 47TH ST.

axle of the tricycle maker been copied by the motor engineer that he has in many cases taken it bodily in the form used by the cycle maker—a form which was originally arrived at in order to place the chain between bearings carried between the feet of the rider! And he has adapted his mechanism to that construction with detrimental effect to the mechanical system of construction of his car in place of rearranging the details of his live axle to meet the requirements of correct mechanical design.

"Then we have the connected steering, which to-day is universal upon motor cars. This, too, was introduced, and achieved some measure of popularity, in tricycle construction years before the automobile was thought of. Again, the use of hand-brakes and the various means by which they are applied only reintroduces the systems which have at one time or another formed a part of the equipment of cycles, of either the two or three-wheeled order, and the conveyance of power from the hand to the brake and to other parts of the mechanism by means of the Bowden wire—which system is to be found to-day on a very large

NOW READY

20TH Century

i. e., deliveries just commencing

OF THE

"SEPARATE GENERATOR"

Bi and Motor Cycle

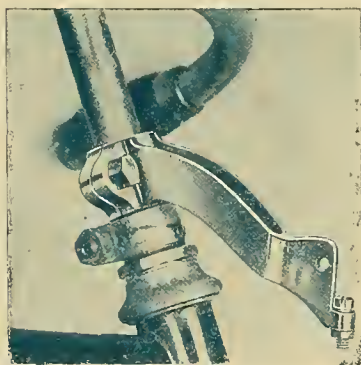
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A Real Good Thing and Nice
Change for Bicycles.

Possess an advantage of dividing the weight, especially in Motor Cycle Lamps, their hard jolting being severe on heavier contained generator Lamps.

The "separated" Lamp presents a very neat and light appearance on Bi and Motor Cycles, while the Generator takes up little room placed elsewhere on the frame, or on inside of dash board, etc. etc.

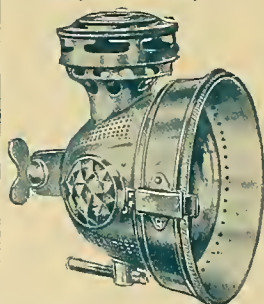
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Bracket No. 18 Handle-bar Stem, \$1.25.

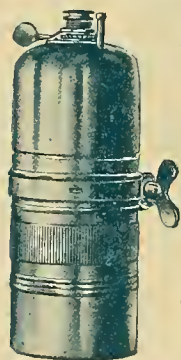
Prices according to Bracket Equipment.

Lamp No. 3.—Bicycle



Diam. Front Reflector, 3½ inches.
Prices, \$5.00 to \$6.50.

No. 9.—Separate Generator.



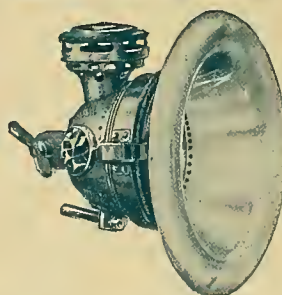
Especially
for
Lamps
illustrated
on this
Page.

Connected
with
Rubber
Tube.

Height,
6½ inches.
Diam. 2½
Weight
11 ozs.

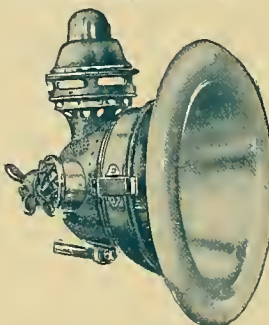
Supplies ¼ ft. light 6 to 8 hours.

Lamp No. 4.—MOTOR CYCLE.



Diameter, Front Reflector, 6 inches.
Prices, \$6.00 to \$7.50

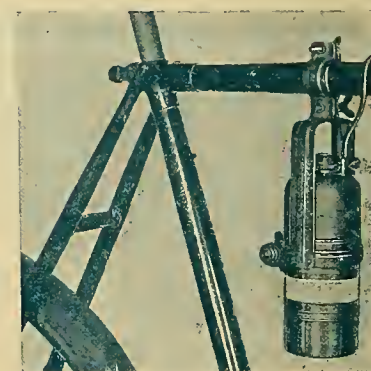
Lamp No. 8.
Driving, Small Auto, &c.



Diam. Front Reflector, 6 inches
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Bracket No. 16 Non-Slipping Fork \$1.50.



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BRACKET ATTACHMENTS for "Contained and Separate Generator," BICYCLE AND MOTOR CYCLE LAMP.

We desire users of our Lamps to have the best adapted Brackets for their purposes and to facilitate this we will exchange brackets of same value or allow the price of those of less value to apply on those more expensive.

WE ILLUSTRATE HERE THREE OF OUR LATEST IMPROVED BRACKETS.

For further details and illustrations of the full line of Brackets send for special catalogue, or better when practical, call at the office of this company and inspect the equipment on different machines.

TO THE TRADE:—The indications are that the demand will be very large for these lamps for Bicycles as well as Motor Cycles; if you can use some of them we take the liberty of recommending that in addition to the order you may place for prompt delivery, you anticipate your probable wants, and favor us with an immediate advance order, with dates of shipment specified, which will be to our mutual advantage in insuring deliveries when wanted.

Trusting to be favored with your early orders, we are,

Yours very respectfully,

20TH Century Mfg Co

19 Warren Street, (near Broadway,) New York.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, May 12, 1906

No. 7

LOWER RATES ON TIRES

Fisk Follows up Advantage and Lifts the Heavy Western Barrier.

What can be done in the matter of regulation of railroad rates when manufacturers or merchants seriously apply themselves to the task, is well evidenced by the sweeping success of the Fisk Rubber Company in that direction. The Fisk people have just received word that the greatest of all the barriers attacked has given way, which is to say that the Western Classification Committee has decided to lower its rates on tires to the Western territory.

Early in January the Eastern Freight Association Committee "came down," and only last month the Fisk insistence effected an entering wedge in the West, when rates to Denver and Salt Lake City and all points common thereto were lowered to 43½ cents per hundred pounds, which makes plain the extent of the victory.

With the extortion in the West relieved, what the saving means to all those who have to do with the manufacture and purchase of tires readily may be imagined. While in Southern territory rubber tires were carried as first class material, the Western railroads exacted a rate of 2 and 2½ times first class in less than carload lots on the same goods, according to whether the tires were inflated or deflated, a rate that was in excess of express charges to the same points. Despite the obvious unreason of the situation, the Western railroads refused relief, and it was not until the Fisk Rubber Company filed a complaint with the Interstate Commerce Commission that a great white light began to dawn.

Credit for the reduced rates is due almost wholly to Traffic Manager Lyman, of the Fisk Rubber Company, who has been unrelenting in his pursuit of the railroads. When he appeared before the Western Classification Committee early in March, the railroad men tried hard to persuade him to permit the whole matter to go over until the July meeting; but he stood firm and insisted that the matter be submitted to a mail vote. He carried the day, and it is this mail vote that has just resulted favorably and that will bring about the reduction.

Throughout the entire fight the Hartford Rubber Works Co. loyally has supported the Fisk people, their Mr. Kessler being present with Mr. Lyman at all of the conferences that were held.

More Suits Involving Consolidated.

Two more suits involving the Consolidated Manufacturing Co., Toledo, Ohio, and the companies absorbed by it, were filed last week. They took the form of applications for receivers and marshal liens against the Snell Cycle Fittings Co. and the Kirk Manufacturing Co.

The former is alleged to owe the E. P. Breckenridge Co. \$8,224.94 on a note and to have numerous other claims outstanding and the latter is sued by Edward A. Kirk, on a note for \$2,500.

Meanwhile the receiver is operating the Consolidated factory and receiving and filling orders as if nothing had happened. It is stated that the liabilities of the concern may touch \$710,000, nearly all the parts and accessory makers being on the list of creditors, the claim of one tire manufacturer alone being \$18,000. The full extent of the company's disastrous venture into automobiles also has come out. It is stated that in that unfortunate enterprise, fully \$200,000 were lost, all of which came out of the bicycle earnings.

Motorcycles Morrow's Own Venture.

Because A. P. Morrow, the former superintendent of the Eclipse Machine Co., resigned that office to take up with the Reliance Motorcycle Company, a rather general impression has gone abroad that the Eclipse people themselves are interested in the motorcycle establishment. This, however, is not the case, as the makers of the Morrow coaster brake have been at some pains to emphasize. They have absolutely no connection with Reliance affairs.

Dunn to go to San Francisco.

Harry T. Dunn, president of the Fisk Rubber Company, leaves next week for San Francisco to assist in the re-establishment of the Fisk branch in that city. Mr. Dunn has made the cross-continent journey so often during the last three years that when he now undertakes the trip it seems almost a matter of course.

POPE TO LEAVE CHICAGO

Preparing to Close the Factory There—Will be Concentrated in East.

Within a few weeks, the last of the Pope Manufacturing Company's effects in Chicago will have been removed, its one remaining factory there will have been closed, and thereafter Westfield, Mass., and Hagerstown, Md., will house its bicycle interests. The decision to abandon Chicago was reached several months since, and is in line with the policy of concentration that has been followed by the Pope people since they acquired the remnants of the American Bicycle Company.

The additions to the Westfield plant, contracts for which were let within the past month, were made necessary by the impending transfer of the Chicago business. For several weeks, Fred C. Gilbert, manager at Chicago, has been quietly been disposing of much of the machinery and other property, and when his work is completed he will come East and be officed in either Westfield or Hagerstown.

Of late the Chicago factory has been devoted almost wholly to the production of jobbing bicycles, the manufacture of the Rambler having been transferred to the Westfield establishment last year. When it is closed the situation will be one that but a few years since none would have dared dream was possible, for not only will the Rambler and Crescent, the Imperial and the other bicycles which were of the West, western and which served to make of Chicago a cycle manufacturing center, become very much of the East, eastern.

Hedstrom Returns from Abroad.

Oscar Hedstrom, the mechanical chief of the Hendee Manufacturing Co., on Wednesday last, returned from a month's stay abroad. He spent most of his time in France, and as he did not make the trip solely for his health's sake, it is fair to assume that there will be "something doing" in respect to the Indians of 1907. Hedstrom slipped away so quietly that his return was the first knowledge that any save his intimates obtained that he had even crossed the "briny."

SLIGHT LOSS IN MARCH

But Big Export Gains in Previous Months
Keep Totals Looking Healthy.

Ground once lost is exceedingly difficult to regain—a trite statement of fact that is nowhere better exemplified than in the exports of American bicycles. Slowly but surely, however, the turn of the tide which set in with the first months of this year, has been gaining force, although the figures for March disclose a slight loss.

As a result, Germany's total for the nine months ending March, is more than double what it was a year ago and fully ten per cent. over those of 1904, but Japan's quota has shrunk considerably. Great Britain, France and Italy all show advances for the same period, as do also the Netherlands and Other Europe. In the case of the latter two, this has been quite substantial, the figures being from \$32,198 to \$119,699 and from \$96,689 to \$176,844, respectively. On this side of the Atlantic, Mexico's takings have approximately doubled by jumping from \$34,437 to \$63,825. Cuba shows a slight gain and British North America exhibits a decided falling off.

Where the month of March itself is concerned there is a gain of almost ten per cent. in the total shipped to the United Kingdom, approximately 100 per cent. in the case of Italy, with a jump from \$2,838 to \$11,139 to the Netherlands. Other Europe also shows a substantial increase, rising from \$30,486 to \$35,505, while Mexico advanced to more than double or from \$5,438 to \$12,431 and a number of smaller buyers moved upward slightly. The detailed report for the month is as follows:

Exported to:	1905.
United Kingdom	\$37,436
Belgium	6,622
France	9,722
Germany	2,810
Italy	2,838
Netherlands	30,486
Other Europe	18,128
British North America	
Central American states and	
British Honduras	345
Mexico	5,438
Cuba	2,863
Other West Indies and Bermuda....	
Argentina	
Brazil	165
Colombia	99
Venezuela	25
Other South America	1,324
Chinese Empire	273
British East Indies	388
Hong Kong	273
Japan	27,806
British Australasia	7,697
Philippines	3,489
Other Asia and Oceania	424
British Africa	141
All Other Africa	193
Other Countries	
Total	\$162,389

Those "Rotten" Piston Rings!

"Your piston rings are 'rotten'; they snapped in two every time I tried to push one of them over the end of the piston in order to seat it in the groove," wrote an irate motor bicyclist to the makers of the machine from which he had ordered spare parts, including new compression rings for the piston.

It is a new way of putting the matter, but undoubtedly anyone who attempts to spread the brittle cast iron rings as if they were spring steel will have a similar experience. This particular feature of the motor is something upon which no little ignorance exists on the part of motorcyclists generally. The rings are employed to make the piston gas tight and without them there would be no compression obtainable in the cylinder. They are made of hard cast iron as the firm, close grain of this metal provides the best available material for the purpose. The ring has a certain amount of springiness—just sufficient to permit of its being passed over the end of the piston when care is used, but trying to force it on as if it were a rubber band or a piece of clock spring usually brings disastrous results, as witness the foregoing plaint.

Midgley Becomes Hartford's Head.

The Hartford Rubber Works Co. has a new president, Thomas Midgley, who was elected at the meeting of the Board of Directors on Tuesday last. Mr. Midgley, who only recently came from Columbus, Ohio, to assume the duties of vice-president, succeeds Charles H. Dale, who is the head of the whole Rubber Goods Manufacturing Company.

Mr. Dale resigned the Hartford presidency because he found it impossible to give to the office the particular attention which it required.

Nine Months ending March			
1906.	1904.	1905.	1906.
\$40,926	\$186,963	\$142,158	\$149,293
2,213	36,851	24,487	18,842
3,577	51,010	25,748	30,798
1,946	69,146	35,874	73,725
5,618	42,029	15,962	28,411
11,139	98,280	32,198	119,699
35,505	134,393	96,689	176,844
7,512	75,224	70,484	35,186
2,221	2,371	3,471	6,981
12,431	31,748	34,437	63,825
2,807	12,719	27,113	28,399
1,575	23,991	23,275	17,506
	10,083	11,522	12,627
1,108	9,968	8,503	6,473
152	1,253	3,315	3,039
25	591	326	692
789	12,832	9,868	9,124
377	11,386	10,570	6,469
54	18,678	6,260	3,957
	8,073	2,730	584
20,085	315,233	168,524	146,760
6,102	246,905	107,951	73,807
80	19,625	6,735	4,969
365	16,651	15,981	7,604
249	10,735	1,910	1,610
	6,101	3,002	393
		50	
\$156,856	\$1,452,839	\$889,143	\$1,027,614

Perfumery for the Exhaust.

Evidently the "smell behind" has been bothering a certain Swiss inventor, one Antonin Deletrain, who has just come forth with a process, which for a merely nominal outlay, will insure a perfumed trail for at least a hundred miles. At the end of this distance, it is only necessary to drop another "Motorcone" into the gasoline tank to convert the engine into a young cologne factory for another century. The cones are very small, only 1½ inches high by 1 inch in diameter and so far heliotrope is a favorite. According to the inventor, they are composed of a number of acids mixed in certain proportions, the combination of which has taken him several years to evolve. The chief ingredient is said to be a new and extra powerful carburite, discovered by the inventor and a secret with him. One cone to ten gallons of gasoline is said to be the correct proportion and according to the claims made for the invention, will not only create a perfumed trail, but will increase the driving power for the fuel fully tenfold.

Calcutta to Hold a Show.

Calcutta is to have an exhibition of bicycles, motorcycles, accessories and kindred lines, in January, 1907, and as there is a prime demand for goods of this description, the hint is a timely one to those who are on the alert for new outlets. At the time of the year in question, India's chief city is filled with visitors, not alone from the surrounding country for many hundreds of miles, but from all parts of the world. The affair will be held under the auspices of the Automobile Association of Bengal, 57 Park street, Calcutta, and the secretary of that organization will furnish further particulars.

Miller Brings Over Brampton Chains.

Charles E. Miller, the well known New York supply man, who has been handling the Brampton imported self-hardening chains for automobiles during the past two years, has just brought over the first consignment of those chains in motorcycle sizes. They are adapted to the Indian, R-S and Thor type of motorcycles generally.

The Retail Record.

Fargo, N. D.—Al. Johnson, moved into new store on Broadway.

Portsmouth, N. H.—Charles Lindstrom, re-opened at 5 State street.

New York, N. Y.—F. A. Baker & Co., removed to 37 Warren street.

Ives Seeking Relief.

Frederick A. Ives, of 130 East Thirteenth street, New York city, has filed a petition in bankruptcy, with liabilities amounting to \$1,833 and no assets. The debts were contracted in 1901 in New Haven, Conn., mainly for bicycles and tires.

SEEKING A SECOND-HAND

Seeker Obtains Some Instructive Experiences—Dealer's Neighbors as "Plants."

Buying second-hand things is a fad with some people and in certain instances they have it so strongly developed that regardless of how well off they may be financially, they never consider paying full price for anything that can be "picked up at a bargain." Of course, that is what the buyer at second-hand is always looking for. On the other hand, there are people who will not consider buying an article that has been used under any circumstances, on the principle that it must be afflicted with some inherent defect or it would not be offered for sale.

Like every other commodity that is dealt in to any extent, the bicycle finds its way into the second-hand market, probably to a far greater extent than many other things for a number of reasons. Chief among these may be cited the rider who invests in a new mount just as regularly as the season comes round, others who think two seasons are sufficient to keep a machine, and still others who give up the pastime altogether. Through these and other sources too numerous to mention, there is never any lack of supply in the second hand market where bicycles are concerned. More often than not, it is quite the reverse—the old machines are like the old pianos, there is no getting rid of them and it would be a boon to the small dealer if they were consigned to the junk heap, just as a thousand old square pianos that had been taken in exchange times without number, were piled up and burned a few years ago.

In consequence, the cyclist who wishes to invest in a new mount and who prefers a second-hand one of reputable make rather than a new creak, will find endless material upon which to work. But he will find it a far different matter than going into a dealer's store and riding away on the machine he has selected within ten minutes. What his outlay lacks in cash he must make up in patience and trail following, and unless he is willing to do this, he will doubtless find it impossible to come into the possession of the coveted "bargain." If he happens to have any friends or acquaintances who wish to dispose of their machines, he will be saved a great deal of trouble and will probably know just what he is getting. If not there is no alternative, but to look for riders who wish to sell, and the word riders is used advisedly in this connection, for the business of selling old bicycles goes hand and hand with that of dealing in creaks and there is a certain species of "shark" that has been attracted to it in numbers. It will go hard with the unsophisticated bargain seeker if he chance to fall into the clutches of one of this gentry. If a dealer be appealed to, see that he is a reliable one

and not a clearing house for nameless "jerry built" machines and junk that has been painted and refurbished up into a semi-resemblance of decency.

There are many good dealers and most of them still make a practice of taking bicycles in trade, which are resold at reasonable prices, so there is no occasion for the cyclist in search of a second-hand mount to be gulled into spending his time and carfare following up alluring advertisements of high-grade wheels at ridiculous figures. There is a certain class of dealers in this city who make a practice of "baiting" the cyclist who is on the lookout for a good bicycle that has seen service. Here are two specimens selected from a large number clipped from a daily paper, which were followed up:

"Blue streak, 1906, Tribune racer; 26 inch front and 1905 Cleveland coaster brake, \$12."

"A private party will sell one 1906 Pierce, coaster brake, 22 inch, lamp, bell, tools, etc.; swell outfit; \$15 to quick buyer."

Lured by the attractive wording of the first of these announcements, and elated at the idea of becoming the possessor of a Tribune "blue streak" at a fraction of its original cost, a possible purchaser went to the trouble to apply at the address given, near the heart of the Ghetto on the east side. When finally located it turned out to be a dingy little shop with its usual array of nameless creaks in two tiers. The proprietor was very sorry but that particular Tribune bicycle had just been sold "just a few minutes ago."

"But wouldn't you like to look at something else?" he added. "We have a fine line of used bicycles of all standard makes and all in perfect condition."

Despite the recommendation given them, however, one look at the scarred and worn veterans, most of them without name plates and even the worst looking of them at prices much higher than the machine advertised, was more than sufficient to disgust the inquirer at his failure to apply sooner.

A few days later, the "private party" who wished to dispose of the 1906 Pierce machine at a similarly ridiculous figure, attracted his attention—in other words, the second of the announcements reproduced herewith, and haste was made to look up the advertiser, who had taken particular pains to sign himself "Smith, care of Jones." The street seemed strangely familiar, and it was the same as that given in the previous advertisement. That was put down as a mere coincidence, as the number was different, but upon applying to the latter, the caller was referred a few doors further east "where the bicycle was stored." This by one of the barbers—it was a barber shop, by the way, and one of the wielders of the razor explained that the machine was his but that "the dealer down the street was selling it for him."

This led to the same dirty little shop that had advertised such a wonderful find in the shape of a Tribune racer a few days

previous. The proprietor did not recognize the inquirer, and informed him in all seriousness that the "1906 Pierce had been sold a few hours earlier, but that he had a fine line of used wheels at very attractive prices and all in perfect condition," which led the caller to tell the dealer what he thought of him and the opinion was not flattering by any means. But the dealer was evidently accustomed to having irate cyclists' opinions aired in his presence, for he devoted himself to cleaning a recent arrival that was more than ordinarily dirty and made no comment.

A continuance of the search for the long looked for "bargain" led the seeker after a great deal for very little money to follow up the trail of some other equally attractive announcements. One of these was to the effect that "practically a brand new Cleveland racer, 1905 model, Palmer tires, 21 inch frame," was to be had for the small sum of \$12, the address given being far up town. This was more assuring, but hopes of obtaining it were dashed when it proved after all to be one of the regulation style of second-hand dealers' establishments. And the individual who presented himself was of the regulation type also. "Sold it only a little while ago," was his response to the inquiry, so that this was likewise regulation.

Simplifying a Chain Repair.

One ingenious motorcyclist who has suffered chain breakage, has made his way easier by, so to speak, "dividing" his chain into four equal sections; that is to say, each section is connected to the other with a detachable link. In the event of breakage, he simply detaches the broken section and quickly substitutes a spare section which he carries with him, thus avoiding all filing or cold chiselling or similar operations that frequently entail long delays. The broken section is repaired at his leisure.

If the Spark Can't be Advanced.

Occasionally, the failure of a motorcycle to develop its full quota of power, may be traced to the contact breaker, which will refuse to advance to its full limit. At such times, the fault may exist in the grip control, which may be found to be slightly bent outward or inward, thereby preventing a snug fit at that point. A few light taps with a mallet usually will correct the bending and permit the spark to be advanced to the full limit.

Swiss Army to Use Motor Bicycles.

Motor bicycles have been officially adopted as the mounts of a corps of dispatch bearers of the army of the smallest of republics, Switzerland. It is a country that is generally credited with being traversible only by goats and mountain climbers so that the recognition of the motor bicycle's ability to get about at any speed under such conditions is a greater testimonial of its value.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

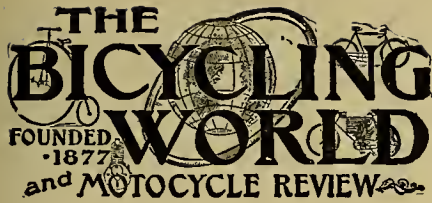
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of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 12, 1906.

Motorcycle Interests Well Served.

Now that practically all of the legislatures have adjourned, motorcyclists have reason to thank their stars that the Federation of American Motorcyclists was in being and keenly alive to their interests.

How they would have fared had this not been the case the new motor vehicle laws that were passed by the States of New Jersey and Virginia convey forcible suggestions; it is due solely and alone to the efforts of the F. A. M. that relief was obtained in both of these States. How great is the relief the full text of the New Jersey law, printed elsewhere in this issue, amply testifies. As no one else turned a hand in that direction, there is absolutely no doubt that motorcycles would have been bracketed with automobiles in the law, as they were bracketed in practically all of the provisions of the original bill; indeed, tricycles, tricars and the like were specifically defined as automobiles, while motorcycle dealers were subjected to the same heavy fee imposed on automobile dealers.

It is no small service to the trade, not less than the rider, that while owners of automobiles of even the lowest horsepower must pay \$4 per year, must carry numbers

front and rear and be subject to examination and age limitation, that motorcyclists must pay but \$1.00 per year while they are freed of all other requirements. It is equivalent to putting \$3 into the pockets of every man in New Jersey who owns a motorcycle, and every man in New York or Pennsylvania, or any other State, who uses the roads of New Jersey. Similarly, the exemption of motorcycle dealers from the annual fee of \$20 to which automobile dealers are subject, is equivalent to making a present of that sum to the dealers of the State.

It is to be hoped that all of them are appreciative of the work that was done in their behalf. It shows the value and need of organization, and answers most effectively the time-tattered "What do I get for my money?" which is so often the plaintive query of the man asked to join an organization that exists to serve his interests. There may be riders and dealers who have not shown their appreciation in the only proper way, and if so they ought to be possessed of a sneaky feeling every time they sell a motorcycle or use one.

In many respects, the Virginia law was even more onerous than the New Jersey measure, but as the effort to have motorcycles wholly exempted from its requirements was completely successful the same remarks that apply to New Jersey apply as well to the "Old Dominion."

In New York the work of the F. A. M. was not less effective; for while the automobilists were successful in defeating the endeavors to enact more oppressive legislation, they were hard put to it, and the cost in time, money and energy was not inconsiderable. There were the three bills pending in Albany, all of them designed to make harder the way of the motorist and to extract more money from his purse. That motorcyclists were exempted from the provisions of the three bills and were, therefore, given no cause for concern, was not in any sense an accident. The F. A. M. was on the spot and, without any display of skyrockets, achieved its purpose in every instance. Coupled with its previous successful work of exempting motorcycles in New York and in Maryland, Delaware, Wisconsin and California and in drawing the fangs from the Connecticut law, as they were drawn from the New Jersey act, the F. A. M. may be said to be fairly entitled to its plumes.

The advantages gained will be maintained if the few reckless idiots who rush through towns at express train speed or travel the

roads with mufflers wide open, do not become unduly numerous.

About the Ladies' Bicycle.

At this time when nothing would be more welcome or helpful than a general renewal of womankind's interest in cycling, the hitherto unpublished story of the conception and inception of the first woman's bicycle, which is printed in another column, makes interesting reading. A. H. Overman was not the only one of prominence who believed that the appearance of that type of machine would prove a disastrous blow to the young industry.

Eighteen years ago the high bicycle was paramount; the safety was but just coming into use and up to that time the only women who ever had appeared in public on bicycles of any sort were the "professional ladies" who disported themselves in tights at country fairs, etc. The idea of a loop-framed bicycle was unthought of save by the little group of Washington inventors. A "lady's bicycle" conveyed the idea that the fair rider must be indelicately seated astride. When it was announced, it carried a thrill of horror and dismay to the cycling enthusiasts of the times, the extent of which the present generation cannot even begin to understand. It suggested that cycling was to be made the laughing stock of the universe, and it was no fault of the cartoonists that this did not prove the case. It was a long time before any great number of persons set eyes on a woman on a bicycle and it required that length of time to remove the impression that the riding of it was not unladylike or indelicate.

She was a brave woman who dared ride in those early days, but that the inventor designed wisely is evidenced by the fact that the bicycle remains practically unchanged, despite the many years that have elapsed.

One of motorcycling's recent recruits, who does not ride a motorcycle although he has launched a venture supposed to be in its interests, has written one of the foreign publications, suggesting that if any of the manufacturers on the "other side" has an overplus of motorcycles, now is a good time to unload it on the American market. Whether or not the American manufacturers will relish the suggestion, it is certain that any foreigner who accepts it seriously will purchase dearly a large chunk of wisdom and will shower no blessings on the head of the suggester.

EVOLVING THE WOMAN'S BICYCLE

Hitherto Unpublished Chapter Detailing its Beginning and to Whom Credit is Due.

Who was responsible for the first woman's bicycle was long a matter of dispute. W. E. Smith, then of Washington, D. C., whose wife was first to appear on one, usually was given the credit, but latterly the claims of Herbert S. Owen, also at that time in the bicycle business in Washington, have served to show that the honor really belongs to Owen. Smith, by the bye, is the same who invented the bottom bracket, the patent on which, until recently, cut such a big figure in the trade, and which curiously enough passed into Owen's possession.

It was 'due to the veteran, Charles E. Hawley, that the story of the conception and invention of the ladies' bicycle was brought out. Mr. Hawley was gathering data for an encyclopedia and in the course of his work prevailed on Mr. Owen to state his case. He did so interestingly in the following letter, which Mr. Hawley, with Mr. Owen's permission, has kindly placed at the *Bicycling World's* disposal:

"In the spring of 1886, I was riding the first safety introduced in the United States, a Rover. I met Mr. William E. Smith in front of Willard's Hotel, Washington, D. C., and, as was our custom in those days, we discussed cycling subjects in general from about 9:00 p. m. until 11:30. Our talk had particular reference to the merits of the safety bicycle and its influence in the future on the industry, the advantage of the safety for elderly people, for business people, etc. I then suggested my belief that a safety could soon be constructed that ladies could ride it. This was probably the first intimation in America, at least, that a wheel could be so designed that if a woman had sufficient courage and skill she could ride the two-wheeled machine with skirts.

"In the summer of 1887, at Cottage City, I determined that on my return to Washington I would build a few wheels for young ladies in short skirts, having more particularly in view my two nieces, then 14 and 16 years of age. I thought if we could induce young girls to learn to ride a bicycle that they would become so skillful, and the pleasure generated would be so great, that they growing up might continue the use of the wheel.

"It is difficult to picture now the feelings and ideas we had then, and the anxiety we felt and care we took to confine it to proper channels, escaping the slightest newspaper criticism, and the injury incurred by the wrong person or class taking it up. One of the largest manufacturers in the country, A. H. Overman, told me personally that I had done more to injure cycling, by introducing the ladies' wheel, than all else combined.

"Immediately on my return to Washing-

ton, in September, I began discussing the matter with Messrs. C. E. Duryea, Brunner and others, and I began putting my plans into operation. The first model I built is now in the National Museum, and was made of gas pipe and brass castings. Miss Elizabeth Randolph Keim, my eldest niece, mastered the wheel in the first lesson so that she could make several revolutions around old Star Park, by electric light, without falling off. She being young and very active learned to mount in the second lesson. This was a great surprise and pleasure to me, and meant that we could take spins with our wives, sisters and sweethearts without asking them to keep up with us on a 110 pound tricycle.

"About December 1st, '87, I started for Coventry, England, to order some ladies' Psychos, made from my specifications; also a ladies' tandem with the front part adapted for ladies' use. This was the first tandem of that kind in the world. My idea and hope for the tandem was that riders would take their lady friends, sisters and wives out for a spin with them by moonlight, and in this way we could not only teach them confidence but give them some idea of the pleasure and physical benefit; and also ingratiate the idea in the public mind. On my return from England about the end of January, or the first of February, 1888, I heard that Smith Brothers had completed arrangements for building ladies' bicycles, and read a newspaper ad. to the effect that Mrs. Smith would appear on Pennsylvania avenue, after 4 p. m., on her bicycle. This horrified me because of the sudden publicity and the manner of announcement. I was afraid the ladies' bicycle was doomed.

"In the fall of 1887, the moment Miss Keim succeeded so easily in mastering the wheel, I ordered Duryea to make 25 Psychettes, which were begun at once, made and sold. The exact day Smith started to build his ladies' wheel, or the day he completed it, I do not definitely know, but that he did not begin it before December 1st, 1887, and that he did not finish it before the end of January, 1888, I do know. Having bought out their factory after their failure, I have their books to help me verify this, and affidavits from their workmen, as well as from members of the company, all of which tally within a few days. I also have statements from others as to the time my first wheel was built, and am now getting statements from men who actually worked on my first model. Some of my workmen boarded in the same house as the Smith workmen, and weeks after this first model had been made and hidden away and the twenty-five referred to started, some of our workmen announced the fact that Smith had begun to make a ladies' machine.

"Now a word as to why I have not answered the numerous newspaper articles before this and made strong my claim. I have always been opposed (and I have been wrong in the matter) to newspaper notoriety and did not care much until lately for

the credit that would eventually accrue to me as the first inventor of the ladies' wheel. Also, recall our (yours and mine) kindly feeling towards the Smith boys, and how willing and anxious we were to assist them in any way in our power. I felt, and have frequently made the remark, that if Smith's claims in his ad. did him any good, I was glad. I had no fear for my ability to meet with a certain share of success, and the Smith brothers struggled, as I thought, so honestly and so faithfully, and seemed so deserving that I went out of my way and did many things that would hardly be expected of a competitor to assist them.

"I well remember your feelings towards them and the scheme you proposed to me one day in our club in the old LeDroit building, which I heartily seconded. It was for the members of our club to subscribe \$25 each to make up a purse to start the Smith brothers in business for themselves, they to pay us back in repairs on our bicycles as we individually needed them. This was about '82. In justice to them, I am glad to state that Mrs. Smith is entitled to the credit of being the first woman to ride in public, Miss Keim riding in the presence of a few persons only in Star Park, 1423 New York avenue."

Dampman Surprises the Automobilists.

Frank M. Dampman, driving a $2\frac{3}{4}$ horsepower Indian tri-car, really was the sensation of the so-called two gallon efficiency test held by the Automobile Club of America, on Saturday last, the 5th inst.

But, as is always the case when motor cars and motorcycles are mixed, he obtained but a minimum of the credit due for his performance.

Dampman's machine, of course, was not built to carry more than one gallon, and with that quantity he covered 99.8 miles, a remarkable accomplishment under any circumstances, and particularly remarkable as rain fell after the start making the roads heavy and slippery, and as darkness also fell it required that the motorcyclist drive more than two hours after nightfall. Had he been able to carry the second gallon he must have driven all night. Dampman was not privileged to actually compete for the prizes offered and undertook the task solely that he might receive a certificate of performance.

One of the automobiles created a sensation by covering 87 miles with two gallons of fuel, its closest competitor being far behind, completing only 73.75 miles.

Reading Motorcyclists to Organize.

A movement is on foot in Reading, Pa., to form a motorcycle club. The project is being warmly agitated and a meeting will be called shortly to effect organization. From one or two a few years ago, the number of motorcyclists in Reading has grown to sixteen, with prospects of additions to the fold and they feel that organization would strengthen the ranks.

KRAMER MAKES CLEAN SWEEP

Goes to London and Wins Thrice—Ellegaard Among those whom he Deteated.

Frank L. Kramer, seven times champion of America, scored a brilliant triple victory at the international race meet in London, on Saturday last, May 5, defeating Thorwald Ellegaard, of Denmark; J. S. Benyon, of England, and Richard Heller, of Austria. The cable dispatch gives only meagre reports of the meet which was held in the Crystal Palace grounds, but Kramer evidently had no difficulty in showing a clean pair of heels to each of the champions of their respective countries.

The first event in which the East Orange rider participated was a mile scratch, Ellegaard, Benyon and Heller competing. Kramer easily out-sprinted Ellegaard for first place and Benyon, the recently turned amateur who made his debut as a professional against such a classy bunch, finished third. Time, 2:07½. Kramer also came to the front in the half mile open, Ellegaard and Benyon finishing as in the previous event. Time, 1:01. The meeting culminated with a third decisive victory by the unparalleled American in the quarter-mile, beating Ellegaard. Heller was third. Time, 0:34½.

Union Run Slimly Attended.

Due probably to insufficient publicity and lack of co-operation, the Union Club Run promoted by the Century Road Club of America and held last Sunday, 6th inst., did not assume such proportions as was expected. Even so, there were more than two hundred cyclists in line, representing nearly all the cycling clubs in New York and vicinity. In New York City the cyclists were supposed to parade, but they did not ride in good formation, giving the affair the appearance of an ordinary pleasure jaunt instead of a parade. The line of march was from Columbus Circle, 59th street and Broadway, to Grant's Tomb, returning by way of Fifth avenue, over the Williamsburg Bridge to Coney Island. At the resort everybody was at liberty to enjoy themselves. President A. G. Armstrong, of the Century Road Club of America, led the procession.

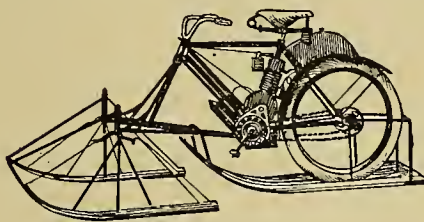
Punctures Thin Motorcycle Run.

Despite lowering skies, 39, or all save two of the entrants, started in the Brooklyn Motorcycle Club's century run on Sunday last. The route was from Brooklyn to Patchogue and return, 116 miles, the minimum time limit being six hours, the maximum eight hours. Of the 39 starters, 24 completed the trip inside of schedule time; punctures were unusually prevalent, no less than seven of those who failed to qualify being delayed or put out by this cause. A broken rim and a broken fork accounted for two of the other "deaths." Rain helped to make pleasanter the way of the tardy ones!

Three Indian tricars started, occupied, respectively, by Mr. and Mrs. T. K. Hastings, Mr. and Mrs. F. H. Chase and Mr. and Mrs. E. W. Goodwin, but Mrs. Hastings and Mrs. Chase found the dust too disagreeable for pleasure and ordered their drivers to "put about"; they obeyed orders. Mr. and Mrs. Goodwin got through just within the maximum limit and then only by a display of nerve. On the outward trip a reach rod on their machine buckled in a sandy stretch and spilled both of them. Mrs. Goodwin was uninjured, but her husband dislocated his shoulder, but despite the fact he repaired the damage and drove for more than 75 miles with his lame arm.

Motorcycle Sled for North Pole.

A motor bicycle, or more appropriately, a motorcycle sled will play not an unimportant



part in the forthcoming polar expedition of the intrepid Walter Wellman, who confidently expects to discover what numerous others have failed to discover—the imaginary northern point of the world's axis. The explorer has supreme faith in the fact that the motorcycle will render him invaluable aid in the far and frozen northland.

Although Wellman's motorcycle sled embodies no startlingly new features, it does not lack ingenuity nor is it without interest to the fraternity. Wellman expressed his wants to Chas. E. Miller & Bro., Washington, D. C., agents for Indian motorcycles, and George W. Wells, who has charge of the machine shop, at once set out to construct a sled that will, it is expected, do great things. Naturally, an Indian forms the basis of construction, as will be seen from the accompanying illustration. The front runners, resembling those of a bobsled, are made of small-sized steel tubing, well braced. The frame work of the motorcycle remains intact in addition to which there has been added a pair of hickory runners. By means of a reinforced steel brace these rear runners may be elevated from the ground when the snow is too deep for the rear wheel to revolve. The rear wheel is, of course, left on, the rim being strengthened by a rim of galvanized iron with 2-inch corrugations every four inches; a steel studded tire is employed. Beyond these changes the machine is merely a 1906 stock model. It has been shipped to the base of supplies Explorer Wellman has established in Norway.

The Carbondale (Pa.) Cycle Club celebrated its eleventh birthday anniversary on Tuesday night of last week, by giving a banquet.

EARLY LEADS THE LEADERS

New Jerseyman Still Holds his Advantage in C. R. C. of A.—Seeley Moves up.

The scramble for honors in century and mileage competition among the Century Road Club of America members promises to become interesting. During the month of April there has been another shift in the table of century and mileage makers and the list of these fiends continues to lengthen.

Notwithstanding the dogged perseverance of Alfred H. Seeley, of the New York division, to dislodge National Treasurer Harry Early, of Bayonne, N. J., this sturdy rider has held his place at the top of the ladder as regards centuries ridden since the first of the year. Seeley has moved from fourth place to second, and Ernest G. Grupe, who stood on the second rung last month has stepped down one. National Secretary Fred. E. Mommer is being kept so closely confined by the depressing cares of business that he has had to give fifth place to Emil Leuly, of Hoboken. H. H. Hintze, of New York City, has forsaken racing with noticeable results. Last month his name was not included in the list of century rollers, but during April he worked up to fourth place. The only western man to be placed with the leaders in Andrew Clausen, of Chicago, who is in sixth position. The position of the other riders in the race is as follows: 8, H. E. Fischer, West Hoboken, N. J.; 9, Fred I. Perreault, Malden, Mass.; 10, John H. Cornell, New York City; 11, Fred Pfarr, New York City; 12, John Cornell, New York City; 13, H. W. Gust, Brooklyn; 14, William L. Russell, Brooklyn; 15, Charles Schnepf, New York City; 16, F. S. Floyd, Winthrop, Mass.; 17, A. D. Rice, Winthrop, Mass.; 18, Thomas W. Boher, Baltimore; 19, Charles F. Hansen, Jersey City, N. J.; 20, F. E. Wiennemann, New York City; 21, Harold E. Grupe, Brooklyn; 22, Fred H. Peterson, Newark.

In mileage ridden since the first of the year the riders that hold the first five positions in the Century table are the same. Sixth place, however, is held by J. W. Clowes, of Paterson, N. J., while Nobel H. Tarbell, chairman of the roads records committee, of Lake Geneva, Wis., is seventh. Henry H. Wheeler, of Pomona, Cal., has fallen two places, as has also William J. Hampshire, of San Jose, Cal., which was expected in view of the recent disaster. That they did not lose more footage is a mystery. Fred I. Perreault, of Malden, is tenth in mileage competition and Harold Grupe, of Brooklyn, is next in order.

Since January 1, 123 centuries have been rolled by members of the organization. The total mileage amounts to 11,529.

The Aritonian Bicycle Club has been organized at Reading, Pa., for touring purposes. Earl E. Hafer was elected captain.

RAIN MARS VAILSBURG MEET

But not Before Two Men Showed their
Form—Krebs Beats Fenn.

Although the "powers that be" in Newark have opined that there is no more sin in Sunday bicycle racing than there is in Sunday golfing, dominoes, flinch, or some of the other more lady-like games, Jupiter Pluvius did not share this opinion on Sunday last, 6th inst., for he moodily showed his displeasure by breaking up the race meet before what promised to be the most exciting event on the card—the miss and out amateur—had been run off. However, there was little cause for grumbles, as the second Sunday Vailsburg meet was far more exciting than the opening meet of the preceding Sunday. Although few of the old-time luminaries competed in the professional races, the meet brought out two new stars—Alfred Ashurst, professional, and Edward Simonet, amateur.

Alfred Ashurst, or "Whitey" as he is best and most familiarly known, surprised and gratified 2,500 spectators in the half-mile handicap for pros. The Bay View Wheelmen, who are conducting the meets, have instituted a new feature at the Vailsburg board track. They are running short handicaps and long opens, a very welcome change from the cut and dried vice versa style of race meets. The first of the short handicaps was inaugurated last Sunday and it caused many a staid old bench warmer on the bleachers to pinch himself over and over again and then marvel, and just wonder how it was done. Alfred Ashurst was one of the amateurs recently turned professional. This was his debut in the pro ranks, and the clever little Newarker most certainly made good. In the half-mile handicap the light-haired lad was given 45 yards, and Rupprecht, who also rode his first pro race, was placed at 35 yards. Fenn was the lone scratch man. The field bunched at the bell, where "Flying Dutchman" Floyd Krebs, was stopped perforce with a broken chain and Fenn apparently was all in. At the first turn Ashurst went to the front, with Rupprecht hanging on his rear wheel, and the pair was never headed. John Bedell and his brother Menus, tried to overhaul the pair on the back stretch, but they lacked the strength. Rupprecht wobbled somewhat on the straight, which interfered with John Bedell and caused the former to scramble over the tape for second place, Ashurst taking first with ease. Menus Bedell finished fourth. The time was 58½ seconds, which is very fast for so early in the season.

In the five mile open Ashurst seemed imbued with the desire to cut out a fast pace and led the bunch for three laps. He realized his mistake after gaining a lead of fifty yards and settled down with the bunch. Teddy Billington, erstwhile the "Pride of Vailsburg," led at the first mile, Ashurst

won another dollar by corralling the fifth lap and then Charles Schlee came to the front for three laps. Al Guery annexed the dollar for the ninth lap and Schlee followed with three more. George Glasson took up the running for the next four laps and Fenn headed the procession for the following three, leading at the bell. Ashurst succumbed to a punctured tire in the eighteenth lap. On the back stretch Krebs sprinted around from the rear and was at Fenn's saddle on the last turn. For a time Fenn fought off "Herr" Krebs, but in the stretch he tired and the "Flying Dutchman" crossed the tape first by half a length. Menus Bedell took second place from Fenn and John Bedell came in fourth.

The other "find" was Edward Simonet, a tiny specimen of humanity, who won the novice race in handy style. Siebert has now succeeded to Teddy Billington's long held title of "Pride of Vailsburg," and judging from his ear marks will not bedim the honor of the "fans." Gus Koch finished second in the novice and W. H. Baldwin was third. The time was 33 seconds.

Arthur R. Wilcox, of the National Athletic Club, accounted for the first heat of the one-mile handicap and J. T. Halligan, of the Bay View Wheelmen, won the second. Michael Ferrari finished first in the third. The fourth heat was the fastest through the foolishness of F. L. Valiant, of the Roy Wheelmen, who pulled his clubmate, Marcel Dupuis, around for two and a half laps. Dupuis won the heat. In the final George Cameron, the flat floor rider, rode a consistent race and finished first from 40 yards. Dupuis, of the Roys, on 125 yards, crossed the tape a good second, J. Watson and Michael Ferrari finishing next in the order named. Time, 2:07½. Jacob Magin, of the National Turn Verein Wheelmen, and Watson J. Kluczek, of the Roy Wheelmen, were the only two scratch men to qualify, but they were unplaced in the final. James Zanes and W. Vandendries were the other back markers to get shut out in the preliminaries.

The "blooming rain," which had been threatening all afternoon, came down in earnest and there was a hurried scurry for shelter. The miss and out race probably will be held soon, as it is a favorite event with the "bleacherites," although not much to the liking of the riders. The summaries follow:

Quarter mile novice—Thomas Smith, George W. Beck, Gus Kock, Frank L. Valiant, Arthur McKaig, Jr., W. H. Baldwin, Edward Simonet qualified. Final heat won by Edward Simonet, Vailsburg; Gus Koch, Newark, second; W. H. Baldwin, Newark, third. Time, 0:33.

One mile handicap (amateur)—A. R. Wilcox (90 yards), Henry Larcheveque (65 yards), George G. Cameron (40 yards), F. Cobb (110 yards), J. T. Halligan (115 yards), Jacob Magin (scratch), J. Watson (75 yards), Michael Ferrari (150 yards), Martin Kessler (65 yards), F. Elliott Adams (100 yards), Marcel Dupuis (125 yards),

Walter Rawleigh (150 yards), Tom Norton (90 yards) and Watson J. Kluczek (scratch) qualified. Final heat won by George G. Cameron, Eighth Regiment; Marcel Dupuis, Roy Wheelmen, second; J. Watson, Newark, third; Michael Ferrari, Newark, fourth. Time, 2:07½.

Half mile handicap (professional)—won by Alfred Ashurst, Newark (45 yards); Edward Rupprecht, Newark (35 yards), second; John Bedell, Newark (10 yards), third; Menus Bedell, Newark (20 yards), fourth. Time, 0:58½.

Five mile open (professional)—Won by Floyd Krebs, Newark; Menus Bedell, Newark, second; W. F. Fenn, Bristol, Conn., third; John Bedell, Newark, fourth; Charles Schlee, Newark, fifth. Time, 11:52. Lap prize winners—Alfred Ashurst (4), Teddy Billington (1), Charles Schlee (6), Al. Guery (1), George Glasson (4), W. F. Fenn (3).

Waddell Leads the Edgecombs.

Riding with a handicap of two minutes and thirty seconds, Saxbury Waddell, won the annual ten-mile handicap road race of the Edgecombe Wheelmen of New York City, which was decided on Hoffman boulevard, Jamaica, Long Island, last Sunday afternoon, 6th inst. His time for the course was 32 minutes 36½ seconds and W. Reese Hughes, the next man to cross the tape, who started at the same time as Waddell, was beaten out by only one-fifth of a second. It was a pretty finish and the victor was roundly applauded.

Although this race was distinctively a closed affair it was, however, not without interest nor did it lack for spectators. The Edgecombe Wheelmen, naturally, the Tiger Wheelmen and the Roy Wheelmen, had all called club runs to Jamaica and there were over one hundred cyclists at the start and finish, which was in front of Oppers' hotel.

Otto Brandes, the club's secretary, rode a surprising race from scratch, finishing third and winning the first time prize in 30:29½. Frank Lane and Samuel Morrison, two of the scratch men, had a rare dust-up for eighth place in the last mile, the former winning out by three seconds. There were thirty starters in the race, of whom twenty finished. The summary:

Pos.	Rider.	Handicap		Time	
		M.S.	M.S.		
1	Saxbury Waddell.....	2:30	32:36½		
2	Reese Hughes	2:30	32:36½		
3	Otto C. Brandes.....	sc'h	30:29½		
4	Cris. Kind	0:30	31:00½		
5	Jack Lanzer	3:30	35:07½		
6	Dominick Saponaro	1:00	32:38½		
7	John Panzerala	4:00	35:46½		
8	Frank Lane	sc'h	32:06½		
9	Samuel R. Morrison.....	sc'h	32:09½		
10	Elias Kahn	3:30	36:25½		
11	Toney Bazari	sc'h	33:30½		
12	Albert Weirich	3:00	36:35½		
13	Emil Koster	2:00	35:35½		
14	Joseph Fernstein	2:00	35:47½		
15	Edward Natter	4:00	40:07½		

AMERICANS ON PARIS TRACKS

Schwab Wins, Friol Defeats Kramer and Moran is in the Ruck.

Oscar Schwab, once well known in New-ark, but now a familiar figure in the Latin quarter in Paris, evidently has received a lease of life, for the former Vailsburg rider is now riding in brilliant form. On Easter Sunday, at the Parc des Princes track, Paris, Schwab won the Course des Primes, at 6 kilometres 666 metres, beating out Massart by half a wheel and also vanquishing Goven and Lineaud. The time was 9 minutes 34 seconds. Friol, who has the honor of having beaten Kramer, was one of the "also rans." Following this victory "Herr" Schwab mounted a tandem with Massart and competed in a match race against Ellegaard-Vandenborn and Vanoni-Thuau. Ellegard and Vandenborn crossed the tape a length in front of Vanoni and his partner while the former American finished third by two lengths. The distance was about one mile, and the time 2:20½.

American riders showed up well in the 50-kilometre (31 miles) paced race. Darragon, the hour record holder, finished first, Mettling came in second; Contenet, who holds several world's records, was third, and James F. Moran was fourth. Time, 37:06.

The trial heats of the ninth annual Easter grand prix were run off on Sunday. The first prize in this classic event is 1,000 francs. The trial heats were at one lap and Massart, Thuau, Friol, Ellegaard, Vandenborn, Poulain and Kramer each won their heats. The race was concluded on the following day, Monday, April 16th. Rohmer and Oscar Schwab qualified in the repechage, which is a sort of consolation heat for the "also rans" in the trials. The semi-final heats furnished many surprises. In the first Vandenborn defeated Thuau and Massart. Friol's sprint was too much for Frank Kramer in the second heat and the American champion was defeated by one length, Schwab coming in third. As only the first man qualified, Kramer was shut out, to the extreme delight of the Frenchmen, who picked up Friol, placed him on their shoulders and triumphantly paraded around the track. Poulain won the third semi-final heat. The final heat was won on the point system, the three riders going three heats. Vandenborn was given the victory with 4 points, Friol was second with 5 points and Poulain had 9 points in the final classification. That was the only event in which the Americans competed on that day.

On the following day at the Velodrome d'Hiver a two-heat match race between Louis Darragon and James F. Moran was the principal event to be decided. The first heat was an unlimited pursuit race and Darragon had to ride for ten minutes before he overhauled and passed the Bostonian. Moran started off well, but was a trifle off form. The second heat was at 20 kilometres, behind motor pace, which Darragon

won by 100 yards. Time, 18:31¾. Woody Hedspeth, the negro, was given fifty yards in a half mile handicap, but failed to qualify. The final heat of the handicap was won by Schilling, from 10 yards.

Cutlerites too Fast for Berkeley Boys.

Alfred Seeley and Richard Cobden, Jr., shared honors in the bicycle races which formed a part of the dual athletic contest between the Cutler and Berkeley schools, New York City, Thursday of this week. The races were held on Columbia oval at Williamsbridge. There were to have been dual bicycle races between the schools, but when the two men who had entered for Berkeley saw their opponents warming up before the events, they suffered a shock known as "shivering pedalic apertainmentitis" and slunk away. Seeley, the "continental tourist," held the lead in the one-third mile until the last turn, when Cobden jumped and won out. Harold P. Flint finished third. The time was 57 seconds. The riders indulged in a little jockeying in the one mile scratch, Flint setting the pace for three laps with Cobden in second position and Seeley last. On the backstretch of the last lap Cobden attempted to out-sprint the "tourist," but was unsuccessful, Seeley winning out by ten yards. Time, 3:18¾. Seeley rode a Pierce geared to 91 and Cobden pushed a Reading Standard geared to 87.

More Foreign Racers Coming.

Racing enthusiasts in this country will doubtless have the pleasure of seeing a number of foreign cracks compete in the races this season. "Tommy" Hall, the lightweight English champion pace follower, already is in America, having accompanied Robert J. Walthour from Europe, and Pedlar Palmer came back with W. E. Samuelson from Australia. Apropos of this, advices from Australia state that J. Arnst and his brother, Richard Arnst, who won this year's famous Sydney Thousand handicap, and who, by the bye, ride American bicycles—Nationals—already are on board the steamer en route to America with Floyd McFarland. A. J. Clark and Ernest A. Pye were expected to accompany the trio. The Arnst brothers will represent Australia in the six-day race next December. It is understood that efforts are being made to bring World's Champion Gabriel Poulain and several other European cracks of note, here this summer.

Hedspeth Wins a Race at Last.

"Woody" Hedspeth, the negro with not too white a reputation, has at last won a race on the other side, where he has taken up his abode. The marvellous feat was accomplished at the Stieglitz track, Berlin, last month, when Hedspeth, who has become a masseur for Bader, the German crack, won the "little Easter prize." Conrad, Wegener and Kudela crossed the tape next in order, Hedspeth beating the first named by an "eyelash."

FOR A "BROOKLYN HANDICAP"

Race is Fixed for June 10th—Real Silver Cups to be Given.

Another organization—the Park Circle Club, of Brooklyn—is making a strong bid for recognition. It has on the tapis for Sunday, June 10th, a twenty-mile handicap road race which it is planned to make an annual fixture and which has been designated the "Brooklyn Handicap." The start and finish will be at West's, Valley Stream, and the limit men who will be given a handicap of 10 minutes will be started at 1 o'clock.

Several innovations—they may be so called at this stage of the game—will be tried and they are such that will considerably interest those who intend to compete.

First of these is that there will be no waiting two or three days or perhaps weeks for prizes to be distributed; they will be awarded after the finish of the race. Another is that the winner of first place and first time prize will have his choice of either gold or silver ordinary or stop-watches. Two "solid, not plated, silver loving cups," is the way the contest blank expresses it, will be awarded, one of which is known as the Armstrong trophy and the other as the Dyer trophy. The former will be awarded to the club scoring the most points, it having to be won three times to become the permanent property of an organization. The Dyer trophy will be awarded to the club having the most riders in the race, twenty to qualify. Besides these, of course, there are numerous other prizes.

Victor J. Lind, chairman of the racing committee of the Century Road Club of America, has been secured to manage the affair and that his success with the Coney Island cycle path race will be duplicated in this event is not doubted. This being the first of the important road races the Park Circle Club contemplates running this season, the members are anxious all the clubs hereabouts be represented, and for that reason are putting up cups of exceptional value. Entry blanks may be obtained of V. J. Lind, secretary, 194 Schermerhorn street, Brooklyn.

Ten Thousand Saw Butler Trounced.

Ten thousand spectators saw Thaddeus Robl trounce Guignard and the veteran Nat Butler, in an hour paced race at the Leipsic track, on April 16. In the hour Robl covered 83 kilometres 759 metres (52 miles 15 yards); Guignard, 78 kilometres 700 metres (48 miles 1536 yards), and Nat Butler, 75 kilometres 630 metres (46 miles 1700 yards). On the previous day Butler competed in an hour race at Dresden and was the victor. He finished fifteen yards in front of Cesar Simar and eight laps ahead of Rosenlocker. Butler's distance was 73 kilometres 800 metres (45 miles 1460 yards).

Cornet Wins the Paris-Bordeaux.

Henri Cornet won France's famous Paris-Roubaix road race that was decided on Sunday, 15th ult. The distance was 168 miles, and the winner covered this distance in 9 hours 59 minutes. The finish was remarkably close, Marcel Cadolle, the second man, being only half a wheel's length late at the tape.

Seventy-one riders were started on the eleventh annual race at 7:30 a. m., and these comprised the pick of European riders. The course was from Paris to Roubaix, by way of Chatou, Pontoise, Beauvais, Breteuil, Aime, Doullens, Arras, Douai and Pont-a-Marc. At Pontaise, 24 kilometres distant, Fourchotte was acting as pacemaker, 20 riders following in a group, but at Meru, 47 kilometres, the field had reduced to Trousselier, one of the French team in the last six-day race; Cadolle, Garin, Georget, Decaup, Trousselier's partner in the six-day grind; Jean Gougoltz, well known in this country, and Cornet. At Amiens, 134 kilometres, the leaders had reduced to eight and at Doullens, twenty miles further, the bunch broke up. There was a terrible hill climb and Cornet made up his mind to shake off the trailers. He succeeded in leaving all but Cadolle, who would likely have beaten him at the finish had he not punctured. Cadolle rode the last mile on the rim.

The final classification was Henri Cornet, first, 9 hours 59 minutes; Marcel Cadolle, second, 9:59:00½; Rene Pottier, third, 10:04:30; Louis Trousselier, fourth, 10:08:00; Cesar Garin, fifth, 10:14:00, and Aucouturier, sixth, 10:21:100. The irrepressible Gougoltz said the only reason that he did not win was because he could not get enough to eat. Those who have seen the big Swiss stow away food in training quarters at Madison Square Garden will realize the significance of the remark.

Nashville Makes a Discovery.

Nashville motorcyclists and those using the powered cycle who may have contemplated a visit to Tennessee's capitol, now may rest in peace. The intelligent (!) city fathers have decided that motorcycles and automobiles will not have to be equipped with cyclometers so officers may determine if they are breaking the speed laws set down by the statutes. For fear that the council might be so assinine as to pass the lugubrious measure that was introduced in the city council and which, if passed, would have compelled each motorcyclist and automobilist to equip his machine with a "cyclometer or other device whereby its speed will be shown when a police officer shall stop the same to ascertain such speed," several interested persons busied themselves with good results.

After having impressed upon their minds that a cyclometer would not register speed and even if speedometers were used it would be impossible for a police officer to clamber aboard a machine while it was in motion to ascertain the speed it was travel-

ing, the committee to which the measure had been referred decided to recommend for passage an amendment which makes it a misdemeanor for a driver to turn his machine into any cross street or to cross any street at a speed in excess of eight miles an hour. To this was added a clause making it unlawful to drive machines at a "dangerous or reckless rate of speed."

Warns the Cyclepath Pedestrians.

Sidewalks are for pedestrians and cycle paths are for cyclists. This is the ruling of city officials of LaCrosse, Wisconsin, and signs have been posted at the approach of the paths warning pedestrians that the fine for using them is \$5. For some time LaCrosse people who walk to and from their work have been in the habit of using the cycle path instead of the sidewalk, claiming that the latter is in a dilapidated condition and that the cycle path is much cooler and easier to walk upon. The cyclists, however, complained to the Board of Public Works, with the above result.

Walthour May Build a Track.

It is quite likely that Atlantans will witness some race meets this season. According to reports from the Georgia town, "Bobby" Walthour last week applied to the park board for permission to build a bicycle track in the coliseum at Piedmont Park. Walthour stated to the board that he would have the track completed within two weeks and would immediately wire Jack Prince to come on and conduct race meets.

Germans Inflict Heavy Penalties.

Thaddeus Robl and Paul Guignard have been fined \$125 and \$75 respectively by the Verband Deutscher Radrennbahnen, the controlling German organization, for infringing the pacing regulations with their motor tandems. Not only these riders have been "soaked," but the Dresden and Leipsic tracks have been fined \$125 each for permitting Robl and Guignard to use wind shields. The tracks have been blacklisted and the riders suspended until they pay up.

Reynolds Becomes Boston's Overseer.

Howard G. Reynolds has been appointed official National Cycling Association's representative and referee for Boston and vicinity, to succeed R. F. Kelsey, who has brought the office of chairman of the board of control to New York City. It is likely that John C. Wetmore, for years the official handicapper, will make an attempt to shake himself out of harness. Chairman Kelsey has been doing the handicapping at Vailsburg since the track opened.

Dunkirk's Line Full of "Assistants."

Captain Richard Schaeffer, of the Dunkirk (N. Y.) Cycle Club, has appointed these officers for the 1906 runs: Assistant captain, Alfred Jefferson; bugler, Henry Goldhart; assistant bugler, Philip Gerber; color bearers, Charles Worter and George Schied.

IN THE HISTORIES

of cycling and of motoring
there never was anything
the

Leadership

of which was so

Pronounced

as that of
the

INDIAN

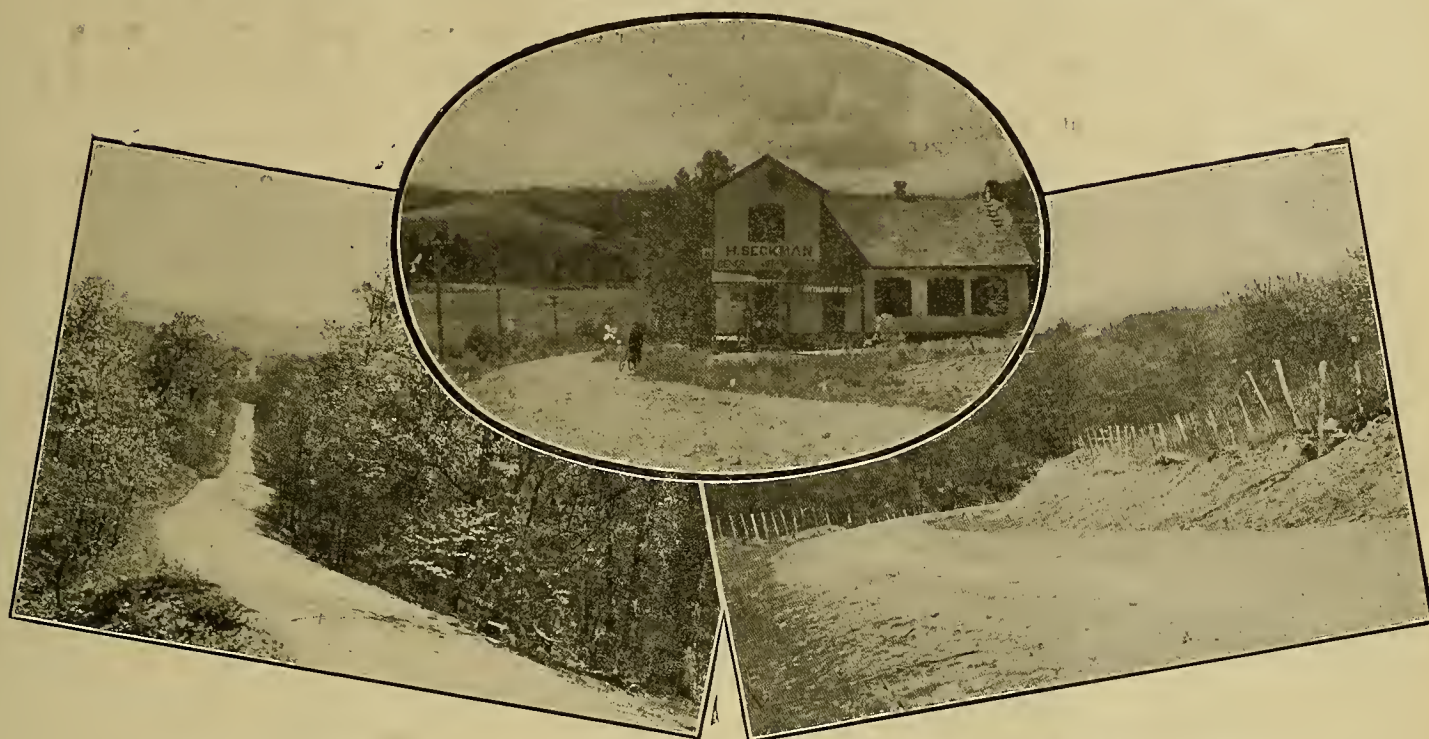


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Over the Hills to De Soto—a Road Famed in Cycling History.



THE THREE SISTERS HILL.

KIMMSWICK HILL.

NEAR THE SUMMIT OF KIMMSWICK.

Of all the highways made famous by cyclists, none ever came into greater prominence than the old De Soto road leading out of St. Louis. Fifteen or twenty years ago it was known to every man who knew, or even pretended to know, the meaning of cycling. St. Louis was then a seething caldron of cycling interest. It was much written of and its roads and its riders were almost "household terms." St. Louis bicycle riders always were of a hardy type, accustomed to covering good distances and indifferent to adverse weather and track conditions alike, and of recent years, a brave remnant of the old timers, together with an acquisition of new young blood, has bid fair to win back to it its old prestige. Somehow there has always been a spirit of endurance in the road riding contingent, especially which has existed in few, if any, other localities. At least, that has been the result of the observations of those who have travelled and observed afield. In the very early days we had a group of wheelmen who bore the rather undignified title of the "St. Louis Toughs," an appellation which, despite its rough exterior, simply implied that its members were far from being "tenderfeet," that they were ready for a brush with anyone at any time, and over any sort of road. The spirit of touring was imbibed very early among these fellows, and has been cultivated up to this time from a very fine beginning.

The idea has never been to pile up mileage, to grind out centuries, or to seek out the roads with good surfaces and freedom from hills. Rather the foremost thought has been to ride toward some definite ob-

jective and to explore new roads wherever possible. Always, the character of a road has been a secondary consideration, so long as sticky mud was not encountered. No complaint was ever heard of the nature of the course over which we were riding, and little was thought of such petty drawbacks as riding creek beds, and sometimes of fording streams several feet deep. A haystack served as a comfortable night's lodging where hotel accommodations were not to be found, and once a hardy rider even put forth the claim that he had enjoyed a good rest in the fire-box of an old traction engine. The De Soto road, with its steep, stony, hair-raising succession of ups and downs and its wild scenery, was their chief abiding place and their most fiendish joy was to lure the "tenderfoot" into the wrinkled wilderness.

It was owing to this trait of being ready to go anyway and at any time, to this indifference to road conditions, and to the practice and experience which have necessarily resulted from it, that the reputation of the St. Louis rider for his ability to cover bad roads and to surmount hills has been established. For undoubtedly the greatest pleasure which is to be got out of the bicycle is that derived from the rough give-and-take riding. There is so much of interest, so many varied experiences, so much more beautiful scenery, and such a fine spirit of fraternal good fellowship is developed among riders of this class, that all other methods are thrown into the shade by comparison. Indeed, it is greatly to be regretted that this form of riding has not retained a more general favoritism.

"Every country road has a beauty all its own," is a saying that applies well enough to any common highway, but which is particularly well suited to the lines leading out of St. Louis. To the north and northwest the country is gently rolling, the Missouri river but eighteen or twenty miles away forming a barrier that effectually prevents extended touring in that quarter. To the west and southwest, the country is more broken, the roads lie up and down hill to a great extent, and, by the same token, the scenery is more beautiful. Hilly roads are always preferable to levels, for there is plenty of good coasting to be enjoyed, and the monotony of continuous pedalling is relieved. For this very good reason, the greater part of the road riding round St. Louis is to the west and southwest.

Among them all, the Manchester road is the smoothest and best kept highway leading out of town. It runs westward over the ridge of hills that lie from four to six miles north of the Missouri river. Over it there was much activity in the early days, and cycling notables from almost every section of the country have enjoyed following its course. The little town of Manchester, eighteen miles out, was the starting point of many a road race to the "pump" in Forest Park, which was on King's highway, a short distance from Lindell Boulevard, which aristocratic thoroughfare twenty years ago was only a country dirt road. "Son of a Gun" hill on the road that leads from Manchester to Valley Park and a "swimming hole" in the Meramee, used to be a much steeper hill than it is to-day. Then it was over ten per cent. gradient and about

one-quarter mile long and up it many a hill climb occurred. Hal Greenwood, of St. Louis, who pumped a Star like a demon, was known as "the king of hill climbers," and the sensation caused when John A. Wells, of Philadelphia, dared dispute his title and the subsequent contests between the two men, will be recalled by the old-timers and their thoughts of it will serve to fire their blood again.

A notable discovery was made on this same road only a few years back, when three trusty riders made the casual acquaintance of a hospitable stranger by the wayside. W. G. Walzendorf, E. N. Saunders and R. W. Lang, were out for the day. It was almost noon on a hot July morning when the trio finished the hard climb just east of Grey's Summit, some forty miles out, and laid themselves down to rest in the grass. While laying there in the shade of a giant oak, a fine old gentleman emerged from a gate across the way and saluted them.

"How do you do," he said. "Pretty hot day, eh!"

"Very much so," was Saunders' reply; "could we have a drink of water?"

"Sure," responded the native, "but we've got something a whole lot better'n that over here."

The party was then steered over the way, down into the inviting depths of a wine cellar and made to feel at home. First, came a sampling of a few kinds of white wine, then a particularly snappy vintage of red which tickled the palate amazingly. Then came a return to the white, and it was not until after about an hour's sojourn in the cool and mossy depths of this cavern that the wayfarers began to turn their thoughts once more to the road.

On emerging into the ovenlike atmosphere, under the burning glare of the sunlight, it was most plain to see that things were fast getting "wobbly." The wine was stimulating, however, and the loose gravel on the road surface was soon being sent flying in all directions under the impetus of the grinding wheels. Just before reaching the top of County Line Hill, a particularly steep and crooked incline just over the border of St. Louis county, Walzendorf's tire was badly lacerated and he was forced to make an hour's bivouac then and there for repair. Saunders stayed with him, but Lang was too far in the lead to hear his direful signals of distress and continued on down the hill. Running on a few miles he missed the others, and came to the conclusion that he had better rest and wait for them.

After a time, when the pair had come up to him, they found him slumbering the sleep of the just and totally oblivious to his surroundings. With some difficulty they at length succeeded in wakening him, only to find him totally bewildered. He had lost all sense of direction, knew not whence he had come nor whither he was bound, but was ready to declare upon his very oath

that above all things, he had not come down the county line hill. In time they meandered into town and the thing passed off with a laugh, but to this very day the Holt Haus wine cellar is a regular stopping place for the boys. The fine old gentleman is invariably just as glad to greet the weary tourist a-wheel as he was on that hot and dusty June morning, the sojourn is just as pleasant and refreshing, and the aftermath ever productive of peculiar sensations. So much so is this the case, in fact, that it is not infrequently necessary to assist a rider to mount his wheel and now and then heated debates occur where the road forks.

Another favorite road, very beautiful as well as very rough, is the Gravois, which zigs zags in a southwesterly direction into Jefferson county. After passing through the village of Fenton, on the Meramee river, a seven-mile climb is encountered to High Ridge, so named from its lofty position. Then there is a sharp drop for four miles or so into Houses Springs, twenty-five miles out, the latter an exceedingly dainty sport on the Big River.

Usually on pleasant Sundays, a party rides out there to catch the wary fish for the hungry crowd that is almost sure to put in an appearance on the following day. Continuing, the road meanders up and down long hills, crosses the Big River at Cedar Hills, thirty-two miles out, and finally winds itself up at Morses Mills, forty-five miles away from town. All of the towns which it touches are miles from the nearest railroad, and cyclists are practically the only city dwellers who have access to that noble range of country.

But as stated, by far the hilliest and grandest road of them all, is the Le May Ferry, or De Soto Pike. Every inch of its forty-five miles of ups and downs is full of sentiment, and serves to recall some interesting event or other of the days gone by. After its discovery, which by the way, was described in a recent issue of the *Bicycling World*, the road became famous all over the country for its wonderful series of hills. Many and many a memorable contest took place over its warped surface, and many are the incidents related which have their root on some of its humps and hollows. Incidentally, it was the scene of what was in all probability the hardest fought cycling race ever seen in this country, and one which could with difficulty be equalled in any other line of sport. This was the famous match race between Hal Greenwood and Percy Stone which took place in July, 1887.

At that time a great deal of rivalry existed between the Missouri Bicycle Club and the St. Louis Cycle Club. Stone was a member of the former order, and Greenwood pinned his faith to the latter, and it to him. The direct cause of the race itself, growing out of the constant efforts of the club men to get ahead of one another, was a vainglorious boast of Greenwood's to the effect that he could beat any rider in the country on a run to De Soto and back. The

brag was caught up, and a direct challenge quickly followed.

The race started at five o'clock in the morning from the Missouri club house, near Thirty-first and Olive streets, and a terrific pace was immediately set; so terrific was it in fact, that the fast contingent of the clubs, who were to accompany their respective leaders, were hopelessly shaken before the eighteen miles to Maxville were covered.

When Stone crossed the Meramee River, at fifteen miles, he was nearly a mile ahead of Greenwood who, however, caught up with him before the next three miles were covered. From there on the riders kept almost neck and neck to Bulltown, Greenwood pumping his Star and Stone with his head over the bars pedalling an ordinary as fast as he could down the hills—a most wonderful performance.

No one ever has been able to understand how those hills could be ridden in that fashion, race or no race. For, indeed, many a rider mounted on a more modern machine has come to grief in scaling those same declivities, and more yet in descending them. Moreover, the fact that one of them was mounted on an ordinary and the other on a lever-drawn Star, added interest to the enthusiasm of the non-combatants, and worked them up to a fever heat of sympathy according to their respective affinities.

At Bulltown, Stone stopped for food, which probably cost him the race. Greenwood continued on to De Soto, arriving there only four minutes ahead of his rival and four hours and twenty-three minutes after his departure from St. Louis—a record that stood for many years till A. G. Harding finally lowered it on a safety. After reaching De Soto and waiting to get a rub-down, Stone decided to quit, but the decision was not reached till after the departure of Greenwood, who rode all the way back, pumping like a maniac, thinking Stone was following close behind him. Of course, he never would have made the return trip had he known of Stone's action, but there was no means of notifying him.

If ever there was a mad race for real blood, this was one. The modern idea of teaming and hanging back for the opponent was not developed at that time, and each rider pedalled as hard as he could from start to finish. Consequently, the spectacle of a breathless rider, pumping away for dear life to win a victory already his, and scrambling his head off to gain a walk-over which was his from the turning point, never ceases to be funny, and always will be a joke among those who were privileged to take some part in the attendant proceedings. Just how much money changed hands over the affair, never became known, but as one result of it, among others, there were many human sponges along the road for several years.

Another stirring incident of the De Soto pike happened in 1891, when the pride of Chicago was imported for the occasion and very thoroughly cleaned up in violation of

all the rules of hospitality. On invitation, Birdie Munger brought down with him such a formidable array of talent as Barrett, Thorn brothers, "Billy" Herrick, F. Ed. Spooner and others. They were full of strength and courage, and eager for the contest which was so surely to win them a name among names and a well rounded niche in the Hall of Fame.

After breakfast at the South Side Hotel,

Chicagoans on Kimmswick Hill. When Bulltown was reached, the St. Louis contingent arranged for dinner, while the representatives of the city of wind were actively negotiating for wagons to take them back to town. With four-fifths of Chicago out of the running there was little need of haste on the afternoon trip to De Soto, and it was pedalled in leisurely triumph.

In 1885 a race meet was held in St. Louis,

that took place round about St. Louis and which doubtless came about only through the practice the St. Louis wheelmen had on different roads. The hill-climbs, club races, match races and "scrub" contests that were pulled off were all of them fraught with a deal of enthusiasm which is never to be equalled. Indeed, they were thousands of times more spirited and interesting than anything that occurs to-day, not



THE ROAD NEAR HOUSES SPRINGS IN MISSOURI

the jaunt through the muddy macadam streets of south St. Louis was begun in a way that was leisurely enough. But after the bridge over the River Des Peres had been crossed a strange whistle was heard and away went the Chicago men. The St. Louis riders looked at one another in surprise and laughed. Before Maxville was reached Spooner was discovered "dying" in great misery and a little farther on Herrick was seen "expiring" in a horse trough under a shed.

The St. Louis men plugged steadily along and passed the remnants of the ambitious

in which George M. Hendee, now the Indian motorcycle manufacturer, participated. At that time he was one of the top notch racing men in the country, and the St. Louis Ramblers coaxed him out on the De Soto road. Hendee, however, was no Chicago "tenderfoot," even if his honors had been won on the track. He "showed 'em" how the De Soto road ought to be ridden. It is said he went up and down those heart-breaking hills as though they were mere humps in the back yard.

Volumes of interesting reminiscences could be written of the spirited contests

barring an international motor car race that costs thousands of dollars, and their memory should ever be kept fresh and green in the hearts of their heroes. MIZZO.

The Associated Wheelmen of St. Paul and Minneapolis, Minn., who reorganized some time ago to revive interest in cycling in that locality and to keep the famous cycle paths intact, already have made their presence felt. Bicycle Inspector Otto Wirtensohn and staff have started a crusade against cyclists who have not purchased 1906 license tags.

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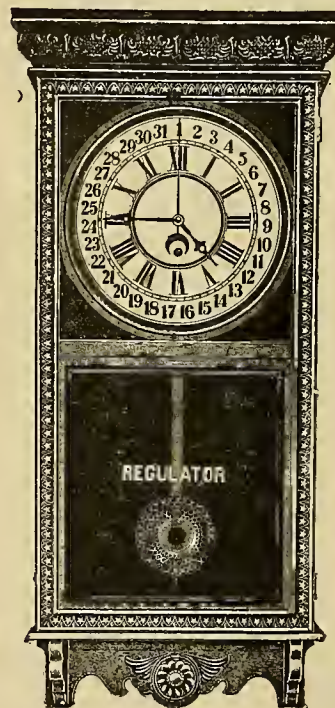
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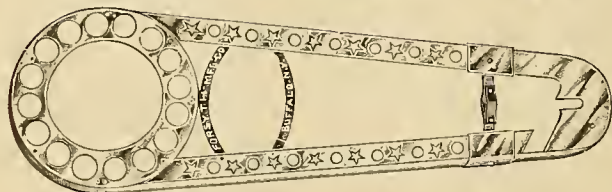

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FIXTURES

May 13—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

May 20—Valley Stream, L. I.—Century Road Club Association's fifteen mile handicap road race; open.

May 30.—Detroit, Mich.—Detroit Wheelmen's annual twenty-five-mile handicap road race on Belle Island; open.

May 30—Washington Park, N. J.—Bicycle race meet; open.

May 30—Chicago, Ill.—Chicago Motorcycle Club's race meet.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's twenty-mile handicap race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's twenty-five-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's fifty-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century



NEW YORK BRANCH 214-216 WEST 47TH ST.

Road Club Association's twenty-five mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

Gathering for Salt Lake Season.

"Billy" Bowles, Iver Lawson's trainer and refreshment receptacle, arrived in Salt Lake City last week after a winter's sojourn among the orange groves of Southern California. It is said Bowles rolled into Zion in his private car, but whether it was in the regulation box or the freight caboose, was not stated. Judging from information from Salt Lake, Iver Lawson will make an important change in mounts this year. Lawson has been riding a Massey-Harris, an Australian machine, but it is intimated that this season he will ride a Pierce. This leads up to the supposition that Lawson is through with racing in Australia. All the riders in Salt Lake are training hard for the first meet and plum picking this season is apt to prove a difficult task for the second-class pros.

HERE'S NEW JERSEY'S NEW LAW

Motorcyclists Escape Many of its Rigors—Numbers no Longer Necessary.

In the final shake-up of the Frelinghuysen bill, which occurred during the closing hours of the New Jersey legislature, none of the advantageous terms secured for motorcyclists by the Federation of American Motorcyclists were affected. The law, which does not go into effect until July 1st, is now in print. The only change respecting motorcycles that was made in the final draft provides merely that the Commissioner of Motor Vehicles shall issue to motorcyclists a numbered registration certificate; previously this was not incorporated in the measure.

The law throughout applies alike to residents and non-residents. Keeping in mind that originally motorcycles were subjected to practically all of the provisions applying to automobiles, what the F. A. M. gained for motorcyclists is best shown by what the law as enacted requires of automobilists. While they are subject to the penalties imposed, in substance all that owners of motorcycles must do is to pay \$1 per year. They do not even have to display numbers.

Automobilists must be over 16 years of age and must pay from \$4 to \$7 per year; must submit to examination; must carry their signatures on their licenses, display numbers front and rear, likewise on their lamps, and they are liable to a fine of \$100 if their numbers are blurred or not kept clean; non-residents also must file with the Secretary of State written authority constituting him their agent to accept service in the event of legal proceedings. None of these provisions apply to motorcycles and while motorcyclists must carry their licenses with them and must stop and produce them on demand of any of the seven "shoofly" inspectors who are to be appointed, the law specifically states that these inspectors may require only automobilists to write their names for comparison with the signatures on the licenses they may hold. Automobile dealers must pay \$20 per year; motorcycle dealers are required to pay nothing. Until the F. A. M. "got busy" tricycles, the so-called triars, and all save motor bicycles, were classed as automobiles and their owners and the dealers selling them were all subject to the fees and restrictions imposed on automobiles.

The Commissioner of Motor Vehicles is not quite such a czar as was first outlined. Originally, it was provided that he could revoke any license at his discretion. In the final shake-up, he was required to serve written notice, giving his reasons, before indulging in a revocation.

Magistrates also may revoke licenses for "wilful violations," but not only may the sufferer appeal to the Court of Common Pleas, but, as amended, to the Supreme

Court also. Arrests may be made without warrant, but summonses also may be now issued, but action must be taken within 30 days instead of three months, as originally outlined.

The penalties likewise underwent considerable "toning down." Instead of "\$500 or 60 days," the limit for most of the violations is \$100 or ten days for a first offense. The display of fictitious numbers will, however, incur the "not exceeding \$500 or 60 days." Failure to stop in event of accident is likewise and rightly dealt with sternly—\$250 or thirty days. Motorcycles will be accepted as bail in the event of arrest.

The full text of the law, as it will become effective on July 1st, next, is as follows:

PART I.—DEFINITIONS.

1. As used in this act:

(1) The term "motor vehicle" includes all vehicles propelled otherwise than by muscular power, excepting such vehicles as run only upon rails or tracks.

(2) The term "motorcycle" includes only motor vehicles having pedals and saddle with driver sitting astride.

(3) The term "automobile" includes all motor vehicles excepting motorcycles.

(4) The word "magistrate" shall be deemed and understood to mean and include all justices of the peace, judges of the city criminal courts, police justices, recorders, mayors and all other officers having the power of a committing magistrate.

2. Automobile fire engines and such self-propelling vehicles as are used neither for the conveyance of persons for hire, pleasure or business, nor for the transportation of freight, such as steam road rollers and traction engines, are excepted from the provisions of this act.

PART II.—CONSTRUCTION AND EQUIPMENT OF MOTOR VEHICLES.

3. Every motor vehicle must be equipped with a plainly audible signal trumpet. Penalty, fine \$10.

4. (1) Every automobile shall carry, during the period from one hour after sunset to one hour before sunrise, and whenever fog renders it impossible to see a long distance, at least two lighted lamps, showing white lights, visible at least two hundred and fifty feet in the direction toward which said automobile is proceeding, and shall also exhibit one red light visible in the reverse direction. Upon the fronts of the two aforesaid lamps showing white lights shall be displayed, in such a manner as to be plainly visible when such lamps are lighted, the number of the registration certificate issued as in this act provided, the same to be in Arabic numerals, not less than one inch in height. Penalty, fine \$10.

(2) Every motorcycle shall carry, during the period from one hour after sunset to one hour before sunrise, and whenever fog renders it impossible to see a long distance, at least one lighted lamp, showing a white light visible at least two hundred feet in the direction toward which the motorcycle is proceeding.

5. Automobiles of more than ten horsepower shall be provided with at least two brakes, powerful in action and separated from each other, of which one brake must act directly on the drive wheels or on the parts of the mechanism which are firmly connected with the wheels. Each of the two brakes must suffice alone to stop the automobile within a proper time. One of the two brakes must be so arranged as to be operated with the foot; provided, however, that on automobiles not exceeding ten horsepower one brake will be sufficient.

Motorcycles shall be provided with at least one brake, which may be operated by hand.

6. No motor vehicle tire shall be fitted with a chain when used upon gravel, macadam or other made roads, except upon natural dirt, asphalt, cobble, Belgian block or vitrified brick pavements; provided, however, that tires may be fitted with a chain when used upon roads covered with a coating of at least one inch of snow or ice. Penalty, fine \$50.

7. Every motor vehicle must have devices to prevent excessive noise, annoying smoke and the escape of gas and steam, as well as the falling out of embers or residue from the fuel.

PART III.—DEPARTMENT OF MOTOR VEHICLE REGISTRATION AND REGULATION.

8. The Secretary of State shall forthwith organize in connection with the Department of State the department of motor vehicle registration and regulation. He shall provide suitable quarters for the same and shall furnish all necessary supplies and equipment for the proper enforcement of the provisions of this act. He shall approve all bills for disbursement of money under any of the provisions of this act, which shall be paid by the State Treasurer, upon the warrant of the Comptroller out of any appropriation regularly made therefor.

9. The assistant Secretary of State shall be ex-officio commissioner of motor vehicles, and shall have personal charge and supervision of the enforcement of the provisions of this act. The Secretary of State shall appoint a chief inspector of motor vehicles, who shall be chief clerk of the department, and who shall have practical knowledge of the mechanical arrangement and capabilities of all kinds of motor vehicles, and be capable to pass upon the efficiency of motor vehicles and the competency of motor vehicle drivers. The Secretary of State shall also appoint as many inspectors, not exceeding seven, as may be necessary in detecting violations of this act, in obtaining evidence of violations and otherwise assisting in the enforcement of the act. He shall also provide the clerical assistance necessary to carry into effect the provisions of this act. He shall fix the compensation of all inspectors, clerical assistants and others employed under this act; the salary of inspectors, however, shall not exceed three dollars per day. The compensation of the commissioner of motor vehicles shall be fifteen hundred dollars per annum, in addition to any compensation he may receive by reason of any statute fixing the compensation of assistant Secretary of State, and that of the chief inspector shall be fifteen hundred dollars per annum.

10. The commissioner of motor vehicles shall be authorized, and full power and authority are hereby given to him, to designate the chief of police and the lawful deputy of said chief of police of any municipality in this State, or any other proper person, to be the agent of the said commissioner of motor vehicles, for the registering of motor vehicles and issuing registration certificates, and for the examining of applicants for licenses to drive motor vehicles, and the granting of licenses to said applicants, subject to the requirements of this act and to such rules and regulations as shall be imposed by the commissioner; and any chief of police and deputy who may be so designated are hereby authorized and required to act according and until the said authority so to act is revoked by the said commissioner. The fee allowed such agent for registration certificates so issued by him, and for every license so granted by him, shall be fixed by the inspector of motor vehicles, the same to be retained from the registration fee or the license fee paid to him; provided, however, that every registration and registration certificate and every license to drive motor vehicles may be revoked by the said commissioner of motor vehicles for a violation of any of the provisions of this act or on other reasonable grounds after due notice in writing of such proposed revocation and the ground thereof, and if a driver of motor vehicles shall have had his license revoked, a new license granted to him within one year thereafter shall be void and of no effect unless it shall be granted by the said commissioner of motor vehicles in person; and if the registration or registration certificate of any motor vehicle shall have been revoked, a new registration made, or new registration certificate issued, within one year thereafter shall be void and of no effect unless the new registration shall be made and the new certificate issued under the personal direction of the commissioner of motor vehicles.

11. The commissioner of motor vehicles shall be authorized, and full power and authority are hereby given to him, to license, at his discretion and upon payment of the lawful fee, any proper person of the age of sixteen years or over to be a motor vehicle driver, said commissioner or his agent having first

examined said person and being satisfied of his ability as an operator, which examination shall include a test of the knowledge on the part of the said person of such portions of the mechanism of motor vehicles as is necessary, in order to insure the safe operation of a vehicle of the kind or kinds indicated by the applicant, and the said applicant having demonstrated his ability to operate a vehicle of the class designated, and the said commissioner of motor vehicles may, in his discretion, refuse to grant a license to drive motor vehicles to any person who shall, in the estimation of said commissioner, be an improper person to be granted such a license; and the said commissioner shall have power to grant a registration certificate to the owner of any motor vehicle, application for registration having properly been made and the fee therefore paid, and the vehicle being of a type that complies with the requirements of this act. But it shall be lawful for the said commissioner of motor vehicles to refuse registration to any vehicle that, in his estimation, is not a proper vehicle to be used upon public roads and highways of the State.

12. The commissioner of motor vehicles shall have such powers and duties as are in this act given and imposed, and shall collect such data with respect to the proper restrictions to be laid upon motor vehicles, and the use thereof upon the public roads, turnpikes and thoroughfares, as shall seem to be for the public good, and under the direction of the Secretary of State shall report to each Legislature the operations of his office for the year ending on the next preceding thirty-first day of December. It shall be his duty to attend to the enforcement of the provisions of this act.

13. The commissioner of motor vehicles shall keep a record of all his official acts, and shall preserve copies of all decisions, rules and orders made by him, and shall adopt an official seal. Copies of any act, rule, order or decision made by him, and of any paper or papers filed in his office, may be authenticated under said seal, and when so authenticated shall be evidence equally with and in like manner as the originals and said commissioner shall be empowered to communicate with the police departments and peace officers in the State for the purpose of and with the object of the proper enforcement of this act.

14. Motor vehicle inspectors may be appointed, as provided in section nine of this act, and shall be presented with a badge indicative of their office, and when wearing such badge on the left breast of the outermost garment shall have power to stop any motor vehicle and examine the same to see that it complies with the requirements of this act, whether in matter of equipment, identification or otherwise; to require the production of the license of the driver; to arrest, without warrant, for violations of this act as special officers for the enforcement of the provisions of this act and for the detection and arrest of those who violate or infringe upon the provisions hereof.

PART IV.—THE OPERATION OF MOTOR VEHICLES.

15. No person shall drive a motor vehicle, the owner of which vehicle shall not have complied with the provisions of this act concerning the proper registration and identification of the same, (Penalty, \$100); nor shall any person drive a motor vehicle which shall display on the front or back thereof a fictitious number or a number other than that designated for such motor vehicle in the New Jersey registration certificate of such motor vehicle. Penalty, fine \$500 or imprisonment for sixty days.

16. (1) Every resident of this State who is the owner of an automobile, and every non-resident owner whose automobile shall be driven in this State, shall annually file in the office of the commissioner of motor vehicles, or with the lawful agent of said commissioner, a statement in writing, containing the name and address of such owner, together with a brief description of the character of such automobile, including the name of the maker and the manufacturer's number of the automobile, if number there be, and the real horsepower of the automobile, and shall pay annually to the commissioner of motor vehicles, or his lawful agent, a registration fee of three dollars for each motor vehicle having a rating of less than thirty horsepower, and five dollars for each motor vehicle having a rating of thirty horsepower or more; and if an automobile has two ratings of horsepower, the registration fee shall be based upon the highest rating. The commissioner of motor vehicles shall issue for each automobile so registered a certificate properly numbered, stating that such automobile is registered in accordance with this section, and shall cause the name of such owner, with his address, the number of his certificate, and the description of such automobile or automobiles, to be

entered in alphabetical order of the owners' names in a book to be kept for that purpose; provided, however, that the commissioner of motor vehicles may refuse registration in the case of any automobile that shall not comply with the requirements of this act or that shall seem to him unsuitable for use on the public roads and highways of this State. Each owner having a residence outside of the State shall file with the Secretary of State a duly executed instrument, constituting the Secretary of State and his successors in office the true and lawful attorney upon whom all original process in any action or legal proceeding for damages, caused by the operation of his registered motor vehicle within this State, against such owner may be served, and therein shall agree that any original process against such owner shall be of the same force and effect as if served on such owner within this State; the service of such process shall be made by leaving a copy of the same in the office of the Secretary of State with a service fee of two dollars to be taxed on the plaintiff's costs of suit. Said commissioner of motor vehicles shall forthwith notify such owner of such service by letter directed to him addressed at the post-office address stated in his application. Upon any and every transfer of a registered automobile by the owner thereof, in whose name the same is registered, the said registration and certificate thereof shall forthwith be and become void; but the same may be validated by the endorsement of the commissioner of motor vehicles, the purchaser having made written application therefor and paid a transfer fee of one dollar. Every registration shall expire and the certificate thereof become void at the expiration of one year from the date thereof, subject to renewal by the commissioner of motor vehicles upon the filing of the proper statement and the payment of the registration fee by the owner of the automobile.

(2) Every resident who is the owner of a motorcycle, and every non-resident whose motorcycle shall be driven in this State, shall pay an annual registration fee or license fee of one dollar for such motorcycle, which shall include the right of such person to drive such motorcycle within this State without an examination of his ability to run motorcycle, unless such an examination be required by the commissioner of motor vehicles and such owner shall be given a registration certificate in which shall be designated the proper registration number and such certificate shall be valid for a term of one year from the date thereof, unless revoked by the commissioner of motor vehicles, or as otherwise provided by this act.

(3) Every manufacturer of or dealer in automobiles, instead of registering each automobile owned or controlled by him, may make application, as hereinbefore provided in this section, for a registration number, and the written statement, in addition to the matters hereinbefore contained, shall state that he is a manufacturer or dealer, as the case may be, and that he desires to use a single number for all automobiles owned or controlled by him; and thereupon the commissioner of motor vehicles, if satisfied of the facts stated in said application, shall issue a certificate, as hereinbefore set forth, assigning the same a number as hereinbefore set forth, which certificate shall contain the statement that the same is issued to the applicant as a manufacturer or dealer, as the case may be, and that one certificate shall cover and be valid for all automobiles owned or controlled by such manufacturer or dealer until sold or let for hire, or loaned for a period of not more than five successive days. All such automobiles shall be regarded as registered under such general number; provided, and if, in addition to the registration number displayed on the front and back of the car, as hereinafter provided, there shall be added the letter "M," of equal size and prominence; and provided, further, that not more than five automobiles, owned or controlled by the same manufacturer of or dealer in automobiles, shall be in operation at the same time under the same number. The fee for every such manufacturer's or dealer's certificate shall be twenty dollars.

(4) No registration or registration certificate made or issued under any former act shall be valid after July 1, nineteen hundred and six. Penalty, \$100.

17. No person shall hereafter drive an automobile upon any public street, public road, or turnpike, public park or parkway, or public driveway or public highway, in this State unless licensed to do so in accordance with the provisions of this act. Penalty, \$500 fine or imprisonment sixty days. No person under the age of sixteen years shall be licensed to drive automobiles, nor shall any person be licensed to drive automobiles, until said person shall have passed a satisfactory examination as to his ability as an operator, which examination shall include a test of the knowledge on the part of said person of such portions of the mechanism of automobiles as is necessary in order to insure the safe operation of a vehicle of the kind or kinds indicated by the applicant. Licenses and the fees therefor shall be rated according to the horsepower of automobiles and shall be granted for the period of one year; and the license, for one year from the date thereof, shall entitle the licensee to drive any registered automobile of the class for which it is granted, or of a class of a smaller horsepower. Automobiles of a horsepower not exceeding one horsepower shall be rated Class 1, and in like manner the class of every automobile shall be determined by the number of horsepower of the vehicle, and the annual fee for a license to drive any automobile of a rating less than thirty horsepower shall be one dollar, and to drive to thirty horsepower shall be two dollars, and if an automobile shall have two ratings of horsepower, the license fee shall be based upon the higher rating. When an automobile driver, upon passing

a satisfactory examination, shall have been once granted a license hereunder, no further examinations shall be required for a renewal of the said license, unless the commissioner of automobiles shall deem it necessary; provided, however, it shall be lawful for the commissioner of motor vehicles at his discretion to issue to any persons a written permit, under the hand and seal of said commissioner, allowing the said persons, for the purpose of fitting himself to become a motor vehicle driver, to operate a motor vehicle for a specified period of not more than three weeks, while in company and under the supervision of a licensed motor vehicle driver; and such permit, under the hand and seal of the commissioner of motor vehicles, shall be sufficient license for the said person to operate a motor vehicle in this State during the period specified, while in the company of and under the control of a licensed motor vehicle driver of this State; and provided further, that the said person, as well as such licensed motor vehicle driver, shall be held accountable for all violations of this act committed by the said person while in the presence of such licensed motor vehicle driver.

18. Each license to drive an automobile shall specify the maximum horsepower of the automobile allowed to be driven thereunder, and shall have indorsed thereon in the proper handwriting of the licensee the name of the licensee; and said licensee when thereupon requested by any motor vehicle inspector or magistrate while in the performance of his duties of his office under this act, shall exhibit said license to said officer and write his name in the presence of said officer to the end that he may thereby determine the identity of said licensee. Penalty, fine \$10.

19. No intoxicated person shall drive a motor vehicle. Penalty, \$500 fine or imprisonment sixty days.

20. No person shall drive a motor vehicle without the consent of the owner. Penalty, fine \$500 or imprisonment sixty days.

PART V.—IDENTIFICATION MARKS OF MOTOR VEHICLES.

21. The owner of each and every automobile which shall be driven upon the public streets, public roads, turnpikes, parks, public parkways, public driveways or public highways in this State shall have the number of the registration certificate, issued as in this act provided, upon both the front and back of every automobile, stationary, in a conspicuous place, at least fifteen inches and not more than thirty-six inches above the level of the ground, kept clear and distinct and clear of grease, dust or other blurring matter, so as to be plainly visible at all times during daylight; such numbers to be separate Arabic numerals and not less than four inches in height, the strokes to be in width not less than one-half an inch; and there shall not be placed upon the front or rear of said vehicle any other numbers; and when the number of the registration certificate shall include a letter or letters, such letter or letters are to be not less than four inches in height and the strokes to be not less than one-half of an inch in width. Penalty, fine \$100.

PART VI.—USE OF ROADS AND HIGHWAYS.

22. (1) Drivers of motor vehicles, whether of burthen or pleasure, using any of the turnpikes or public roads in this State, when met by another motor vehicle, or by a carriage, sleigh, or sled, shall keep to the right, and when overtaken by another motor vehicle, carriage, sleigh or sled they shall likewise keep to the right, so as in both cases to permit such motor vehicle, carriage, sleigh or sled, either met or overtaken, to pass uninterrupted. Penalty, fine, \$25.

(2) No owner or purchaser or driver of a motor vehicle who shall have complied with the requirements and provisions of this act shall be required to obtain any other license or permit to use or operate the same, nor shall such owner or purchaser or driver be excluded or prohibited from or limited in the free use thereof, nor limited to speed upon any public street, avenue, road, turnpike, driveway, parkway or other public place, at any time, when the same is or may hereafter be opened to the use of persons having or using other carriages, nor be required to comply with other provisions or conditions as to the use of said motor vehicle, except as in this act provided; provided, however, that nothing in this section contained shall be construed to apply to or include any speedway created and maintained in pursuance of an act of the Legislature of the State of New Jersey entitled "An act to provide for the construction and maintenance of speedways in the counties of this State," approved March nineteenth, one thousand nine hundred and two; nor to any parks or parkways created and maintained in accordance with an act of the Legislature or the State of New Jersey entitled "An act to establish public parks in the counties of this State and to provide for the acquirement, improvement and regulation of the same," approved March twentieth, one thousand nine hundred and one. No city, town, township, borough or other municipality shall have power to make any ordinance, by-law or resolution limiting or restricting the use or speed of motor vehicles, and no ordinance, by-law or resolution heretofore or hereafter made by any city, town, township, borough or other municipal or local authority by whatever name known or designated in respect to or limiting the use or speed of motor vehicles shall have any force, effect or validity.

(3) No person shall drive a motor vehicle upon

any public street, public highway, public road, public parkway, turnpike or public driveway in this State in a race or on a bet or wager. Penalty, \$100 and license revoked.

(4) Every driver of a motor vehicle after knowingly causing an accident by collision or otherwise knowingly injuring any person, horse or vehicle shall forthwith bring his motor vehicle to a full stop, return to the scene of accident and give to any proper person demanding the same his name, the number of his driver's license and the registration number of the motor vehicle, and the names and residences of each and every male occupant of said motor vehicle. Penalty, \$250.00 or imprisonment thirty days.

PART VII.—PROVISIONS CONCERNING SAFETY OF TRAFFIC.

23. The following rates of speed may be maintained, but shall not be exceeded, upon any public street, public road or turnpike, public park or parkway, or public driveway, or public highway, in this State by anyone driving a motor vehicle.

(1) A speed of one mile in seven minutes upon the sharp curves of a street or highway or when turning a corner, and a speed of one mile in four minutes at the junction or intersection of a prominent cross-road where such a street, road or highway passes through the open country. The term "open country" meaning where houses are an average more than one hundred feet apart.

(2) A speed of one mile in five minutes where such street or highway passes through the built-up portion of a city, town, township, borough or village where the houses are an average less than one hundred feet apart.

(3) A speed of one mile in four minutes within two hundred feet of any horse or other beast of draught or burden upon the same street or highway, provided, however, that such speed not exceeding twenty miles per hour, shall be lawful in the open country, as may be necessary in order to pass a vehicle traveling in the same direction, but the speed shall be diminished forthwith if necessary to comply with the provisions of this act.

(4) Elsewhere and except as otherwise provided in subdivisions one, two and three of this section a speed of one mile in three minutes; provided, however, that nothing in this section contained shall permit any person to drive a motor vehicle at any speed greater than is reasonable, having regard to the traffic and use of highways, or so as to endanger the life and limb or to injure the property of any person; and it is further provided, that nothing in this section contained shall affect the right of any person injured, either in his person or property, by the negligent operation of a motor vehicle to sue and recover damages as heretofore; and provided further, that the foregoing provisions concerning the speed of motor vehicles shall not apply to any speedway built and maintained for the exclusive use of motor vehicles, if the said speedway at no point crosses any public street, avenue, road, turnpike, driveway or other public thoroughfare or any railroad or railway at grade, the said speedway having been constructed with the permission of the commissioners or the board of freeholders, as the case may be, of the county or counties in which said speedway shall be located; and provided further, that every person driving a motor vehicle shall, at request or upon signal by putting up the hand or otherwise from a person riding or driving a horse or horses in the opposite direction, cause the motor vehicle to stop and remain stationary so long as may be necessary to allow said horse or horses to pass.

24. If a physician shall have his motor vehicle stopped for exceeding the speed limit while he is in the act of responding to an emergency call, the registration number of the vehicle and the driver's license number may be inspected and noted, and the physician shall then be allowed to proceed in the vehicle to his destination, and subsequently such proceedings may be taken as would have been proper had the person violating the provisions as to speed not been a physician.

25. Motor vehicles belonging to the military establishment, while in use for official purposes in time of riot, insurrection or invasion, are exempt from the provisions of this act pertaining to speed.

PART VIII.—PROCEEDINGS.

26. (1) A complaint having been made in writing and duly verified, that any person has violated any of the provisions of this act, any magistrate of the county or recorder or police magistrate of any municipality in which the offense is committed may, within thirty days after the commission of said offense, issue either a summons or a warrant directed to any constable, police officer, the inspector of motor vehicles or the commissioner of motor vehicles of this State, for the appearance or arrest of the person so charged; and the magistrate shall state what section or provision of this act has been violated by the defendant, and the time, place and nature of said violation, and upon the return of said summons or warrant, the said magistrate shall proceed, in a summary way, to hear and determine the guilt or innocence of such person, and, upon conviction, may impose upon the person so convicted the penalty, by this act prescribed, together with the costs of prosecution for such offense.

(2) Such magistrate, upon receiving complaint in writing, duly verified, of the violation of any provision of this act by any corporation, is hereby authorized and required to issue a summons directed to any constable, police officer, the inspector of motor

vehicles, or the commissioner of motor vehicles, of this State, requiring such corporation to be and appear before said magistrate on a day therein named, to answer to said complaint, which said summons shall be served on the president, vice-president, secretary, superintendent or manager of such corporation, or the agent upon whom other process against it may be served, at least five days before the time of the appearance mentioned therein, and thereafter all proceedings shall be the same as against individuals, except where a different procedure is provided by this act.

27. Any hearing to be held pursuant to this act shall, on the request of the defendant, be adjourned for a period not exceeding thirty days from the return day named in any summons, or from the return of any warrant, or from the date of any arrest without warrant, as the case may be, but in such case it shall be the duty of the magistrate to detain the defendant in safe custody, unless he shall make a cash deposit or enter into a bond to the State of New Jersey, with at least one sufficient surety (unless said defendant shall himself qualify and justify in real estate security situated in this State in twice the amount fixed by said magistrate for bond with a surety), to or in an amount not exceeding five hundred dollars, conditioned for his appearance on the day to which the hearing may be adjourned, and thence from day to day, until the case is disposed of; and such bond, if forfeited, may be prosecuted by the commissioner of motor vehicles in any court of competent jurisdiction; and such cash deposit, if forfeited, shall be paid to said commissioner of motor vehicles by said magistrate with whom the same shall have been deposited, to be by said commissioner disposed of as are other moneys coming into his hands under the provisions of section thirty-seven of this act; provided, however, that in lieu of said bond or cash deposit, the person under arrest may leave with the magistrate the motor vehicle owned or driven by the said person.

28. The defendant in any proceeding instituted under this act may appeal from the judgment or sentence of the magistrate to the Court of Common Pleas of the county in which such proceeding shall have taken place; provided, the said defendant shall, within ten days after the date of said judgment, deliver to the magistrate a bond to the State of New Jersey with at least one sufficient surety, or make a cash deposit with him of such amount as the magistrate shall direct, not exceeding the amount of \$500 (unless said defendant can himself qualify and justify in real estate security in this State in twice said amount), conditioned to stand to and abide by such further order or judgment as may thereafter be made against the said party; and, provided further, that if the said magistrate shall have imposed a sentence of imprisonment, the defendant, if he does not duly appeal, shall be imprisoned forthwith upon the imposing of said sentence, but that an appeal, properly taken in accordance with the provisions of this act, shall be a stay of and upon the enforcement of a sentence of imprisonment, whether the execution of such sentence shall have been entered upon or not, as well as of such other judgment as may be pronounced; and, provided further, that in lieu of the appeal bond in this section specified, and of the cash deposit therein provided for, the defendant may leave with the magistrate the motor vehicle owned or operated by the said defendant; and, provided, further, that if said defendant shall, after the rendition of said judgment or sentence, announce to said magistrate his intention to appeal therefrom, and either give the bond, make the deposit, or leave the motor vehicle as herein provided, he shall have ten days from the date of the rendition of said judgment or sentence within which to complete his appeal, during which said ten days the execution of whatever sentence or judgment shall have been rendered, whether of imprisonment or fine, shall be stayed, and in case said defendant shall fail to complete his appeal within said ten days, the like proceedings may be had as would by the provisions of this act follow an appeal taken and a judgment of affirmance thereupon.

29. Whenever an appeal shall be taken as aforesaid it shall be the duty of the magistrate to send all papers and all money, if any deposited according to the provisions of this act, and all money paid for costs of prosecution, together with a transcript of the proceedings in the case, to the next Court of Common Pleas of the said county, which court shall, denovo, and in a summary way, try and determine all such appeals, and in case the judgment or sentence of the magistrate shall be reversed on such appeal, the said Common Pleas Court shall order the return of all money deposited as aforesaid, and all costs of prosecution paid by said defendant to said defendant.

30. Proceedings under this act may be instituted on any day of the week, and the institution of such proceedings on Sunday shall be no bar to the successful prosecution of the same; and any process served on Sunday shall be as valid as if served on any other day of the week.

31. All proceedings for the violation of the provisions of this act shall be entitled and shall run in the name of the State of New Jersey, with the commissioner of motor vehicles or a motor vehicle inspector, or a police officer, or a constable, or such other person as shall by complaint institute the proceedings as prosecutor; and any magistrate may, at his discretion, refuse to issue a warrant on the complaint of any person other than the commissioner of motor vehicles or a motor vehicle inspector, until a sufficient bond to secure the costs shall have been executed and delivered to the said magistrate.

32. (1) Any constable, or police officer, or motor

vehicle inspector or the commissioner of motor vehicles is hereby authorized to arrest without warrant any person violating in the presence of such constable, or police officer or motor vehicle inspector or the commissioner of motor vehicles any of the provisions of this act, and to bring the defendant before any magistrate of the county where such offense is committed. The person so offending shall be detained in the office of the magistrate until the person making such arrest shall make oath of affirmation, which he shall do forthwith, declaring that the person under arrest has violated one or more of the provisions of this act, and specifying the provision or provisions violated, whereupon said magistrate shall issue a warrant returnable forthwith, and the said magistrate shall proceed summarily to hear or postpone the case as provided in sections twenty-six and twenty-seven of this act.

(2) Any person arrested for a violation of the provisions of this act shall, upon demand for the magistrate hearing the complaint against said person, produce his license for inspection, and if said person shall fail to produce his license, or to give a satisfactory excuse for its non-introduction, he shall, in addition to any other penalties imposed by said magistrate, be subject to a fine of not more than twenty-five dollars.

33. A summons or warrant issued by any magistrate in accordance with the provisions of this act, shall be valid throughout the State, and any officer who has power to serve the said summons or to serve said warrant and make arrest thereon in the county where the same shall have been issued, shall have like power to serve said summons and to serve said warrant and make arrest thereon in any of the several counties of this State. If any person shall be arrested for a violation committed in a county other than that in which the arrest shall take place, the person so arrested may demand to be taken before a magistrate of the county in which the arrest may have been made for the purpose of making a cash deposit, or of entering into a recognizance with sufficient surety; whereupon the officer serving the said warrant shall take the person so apprehended before a magistrate of the county in which the arrest shall have been made, who shall thereupon fix a day for the matter to be heard before the magistrate issuing the said warrant, and shall take from the person apprehended a cash deposit or recognizance to the State of New Jersey with sufficient surety or sureties for the appearance of the said person at the time and place designated in accordance with the provisions of section twenty-seven of this act; the cash deposit or recognizance so taken shall be returned to the magistrate issuing the warrant, to be retained and disposed of by him as by this act provided.

34. The same fees shall be allowed the magistrate and officers making an arrest or serving a summons in proceedings under this act as are allowed for like services in the small cause court, and shall be paid by the defendant if the defendant be found guilty of the charge laid against him, but if an appeal on said judgment be reversed, said costs shall be repaid to said defendant as hereinbefore provided. If the defendant be found not guilty of the charge or charges laid against him, then the costs must be paid by the prosecutor, except that when in such instances the commissioner of motor vehicles, or the inspector of motor vehicles, shall have been the prosecutor, then the costs laid upon the prosecutor shall be paid by the commissioner of motor vehicles from the moneys remaining in his hands from the payment of registration fees, license fees or otherwise. In case of the reversal of any judgment on appeal, the costs of the magistrate and on appeal shall be borne by the unsuccessful party.

PART IX.—PUNISHMENTS AND PENALTIES

35. Any person who shall be convicted of violating the provisions of this act shall be subject to a fine not exceeding one hundred dollars; in default of the payment of such fine there shall be imposed an imprisonment in the county jail for a period not exceeding ten days; provided, that any offender shall be convicted of a second offense of the same violation may be fined in double the amount herein prescribed for the first offense, and may, in default of the payment thereof, be punished by imprisonment in the county jail for a period not exceeding twenty days; provided, further, that the penalties above prescribed shall not apply to the display of a fictitious number.

Any person convicted of displaying a fictitious number as prohibited by section fifteen, or of violating the provisions of sections seventeen, nineteen or twenty of this act, shall be subject to a fine not exceeding five hundred dollars, or to imprisonment in the county jail for a period not exceeding sixty days.

Any person who shall be convicted of a violation of subdivision four of section twenty-two of this act shall be subject to a fine not exceeding two hundred and fifty dollars or to imprisonment in the county jail for a period not exceeding thirty days.

Any person who shall be convicted of the violation of section sixteen of this act shall be subject to a fine not exceeding one hundred dollars.

Any person who shall be convicted of the violation of subdivision three of section twenty-two, or of section twenty-three of this act, shall, for the first offense be subject to a fine not exceeding one hundred dollars; in default of the payment of such fine there shall be imposed an imprisonment in the county jail for a period not exceeding ten days; provided that any offender who shall be convicted of a second or any subsequent offense of the same violation may be fined double the amount herein prescribed for

the first offense, or imprisoned in the county jail for a period not exceeding twenty days, and in addition to such penalties the license of said offender shall be revoked; provided further, that nothing herein contained shall prevent a revocation of license for the first offense or for the violation of any other provision of this act.

Any person who shall be convicted of violating any of the following-named provisions of this act shall be subject to the penalties herein specified.

Of sections three, four or eighteen, a fine not exceeding ten dollars.

Of section six a fine not exceeding fifty dollars.

Of subdivision one of section twenty-two a fine not exceeding twenty-five dollars.

36. It shall be lawful for a magistrate before whom any hearing under this act shall be had, to revoke the license of any person to drive motor vehicles when such person shall have been guilty of such willful violation of the provisions of this act as shall in the discretion of the said magistrate justify such revocation, but the appeal of the matter to the Court of Common Pleas shall act as a stay upon the said revocation and the Court of Common Pleas upon the appeal of the said matter shall have the power to void the said revocation; and the commissioner of motor vehicles shall at all times have the power to validate a license that has been revoked, or to grant a new license to any person whose license to drive motor vehicles shall have been revoked.

It shall be lawful for the justice of the Supreme Court holding the circuit in each of the counties of this State, upon application made to him by a verified petition for that purpose and by any person against whom a judgment or sentence for the violation of any of the provisions of this act shall have been rendered, who may desire to have the legality of his conviction reviewed or the reasonableness of the sentence or penalty imposed, to order the said complaint, process, proceedings, evidence and record of conviction to be forthwith brought before him, that the legality of such proceedings and sentence, or judgment, or the reasonableness of the sentence or penalty may be summarily reviewed and determined; and if such proceedings and sentence or judgment shall thereupon be found to be illegal, or the sentence or penalty be unreasonable, forthwith to set aside the same and to order the remission or reduction of any fine and costs that may have been imposed or the discharge of any offender from custody.

PART X.—MISCELLANEOUS.

37. Moneys received in accordance with the provisions of this act, whether from fines, penalties, registration fees, license fees or otherwise, shall be accounted for and forwarded to the commissioner of motor vehicles, and by him paid over to the Treasurer of the State of New Jersey to be appropriated annually to the Commissioner of Public Roads, to be used as a fund for the repair of the improved roads throughout the State, and to be by the said commissioner apportioned once each year among the several counties of this State according to the mileage of improved roads in each county the share apportioned each county to be used for the repair of improved roads in the county under the direction of the Commissioner of Public Roads or his authorized representatives, and to be paid in the same manner as State funds are paid for the improvement of the public roads under the act entitled "An act to provide for the permanent improvement of public roads in this State."

38. The Commissioner of Public Roads shall be authorized, and full power and authority are hereby given to him to have erected at such points throughout the State as to him shall seem necessary, cautionary warnings of dangerous crossings, steep declivities or other irregularities or perils of the roadway, at a cost, however, not to exceed, in the aggregate, three thousand dollars.

39. When any motor vehicle shall have been deposited under this act in lieu of bond, the said motor vehicle shall be held the property of the State of New Jersey, subject to the same conditions as would govern the bond under like circumstances, and may be redeemed by the person depositing the same upon the delivery of the requisite bond or upon paying such fine and submitting to such penalty as may be imposed; and unless the motor vehicle so deposited in lieu of bond shall be redeemed within ten days next following the date of the final determination of the matter, it shall be lawful for the commissioner of motor vehicles to sell the same at public auction and apply the net proceeds of said sale (the expenses of the matter having been deducted), as set forth in section thirty-seven hereof.

40. In case for any reason any section or any provision of this act shall be questioned in any court, and shall be held to be unconstitutional or invalid, the same shall not be held to affect any other section or provision of this act.

41. This act shall take effect on July first, one thousand nine hundred and six; provided, however, that the organization of the department of motor vehicle registration and regulation shall be effected forthwith, and the registration of motor vehicles and licensing of drivers hereunder may be permitted for the convenience of owners and drivers of motor vehicles at such earlier date than the said July first, one thousand nine hundred and six, as the commissioner of motor vehicles may designate.

42. Nothing in this act shall be construed to give jurisdiction to justices of the peace in any city having a police justice or recorder's court.

43. All acts and parts of acts contrary to and inconsistent herewith are hereby repealed.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, May 19, 1906.

No. 8

CO-OPERATIVE ADVERTISING

Persons Proves that it is Practicable—Gets Worcester Dealers to Pool Issues.

Where the will exists there's a way for bicycle dealers of any community to help themselves. The one thing that is required is that the man possessed of the will shall go out and "do things."

C. A. Persons, president of the Persons Mfg. Co., of Worcester, Mass., is one of the men built on that plan. He recently became possessed of the idea that if bicycle dealers were unable individually to stand the expense of a season's advertising there was a way to co-operatively obtain the desirable benefits of publicity. To convince himself that the plan was feasible, he tried the experiment in his native town.

His idea of this co-operative advertising was to advertise no particular bicycle, but bicycles and cycling in general. To that end, he devised the advertisement entitled "A Wise Man's Experience!" which is printed on another page, and which shows in exact figures the time and the car-fares that may be saved by the use of a bicycle. With a subscription list and a proof of the advertisement he then went among the local tradesmen interested in bicycles, and while in several instances it took some tall talking to carry conviction, he had no great trouble in obtaining subscriptions to the amount of \$160.

He then contracted with two of the Worcester afternoon papers to publish the card three times per week on their front pages, the sum being sufficient to assure its appearance until September next. It was so arranged with the papers that no bicycle advertisement is to be placed next to this particular bit of publicity. As will be noted, no man's name is attached to the announcement, and no particular bicycle is mentioned.

It goes without saying that the advertisement will be changed from time to time, and in each instance some special benefit of the bicycle will be emphasized.

Mr. Persons has had 50 electrotypes made of the "Wise Man's Experience," and is quite ready to supply them at cost, 30 cents

each, to any dealer or collection of dealers who may desire to make use of them.

The good effects of the advertisement, it is stated, are already being felt by the Worcester dealers. There is no room for doubt that what Persons did in that city, any other energetic man in any other place can do. It is co-operation of the sort that is well worth while, and the amount involved when distributed among a number of dealers is so small as to be insignificant.

England's Immense March Exports.

England's cycle exports during the month of March last attained a total of £106,764, being the best March shipments since 1897. They included no less than 6,263 complete machines, valued at £37,105, as against only 4,063 and £25,869 respectively in the same month of 1905. The exports of parts also increased from £53,349 to £69,659. South Africa's share of the March shipments was £9,814.

The aggregate exports from the United Kingdom during the three months ending with March comprised 17,448 complete machines, valued at £100,248, plus £213,050, which gives a total of £313,298, comparing with only £226,758 in the corresponding period of last year and £190,048 in the first quarter of 1904.

How the Wrench got its Name.

Nothing is more amusing than to ferret out the names of some of the commonest utilities of life and discover that in the original they were far from what they now are supposed to be. Thus, the monkey wrench, which from its name is ordinarily supposed to have been so termed after its inventor, Charles "Moncky," who disposed of his patent for some \$2,000 and outlaid the cash in Brooklyn real estate many years ago.

The Retail Record.

Traverse City, Mich.—J. W. Houghton and George Manning, new store.

Indianapolis, Ind.—Sears Bros. Co., 809 Massachusetts avenue; fire; loss about \$500.

Savannah, Ga.—Henry P. Thompson and C. W. Gasque, under firm name, Thompson & Co.; new store.

POPE TO QUIT SAN FRANCISCO

Branch there will not be Re-established—Decision Reached Before the Disaster.

In the reconstruction of San Francisco there will be one notable bicycle establishment that will be missing, that of the Pope Mfg. Co.; it will not be continued.

The branch and its effects were completely wiped out by the fire that followed the earthquake, but as a matter of fact the disaster had nothing to do with the Pope decision to discontinue direct factory representation on the Pacific coast, and to transfer their agencies to local houses. This conclusion had been reached previous to the catastrophe, but the latter, of course, has greatly, if expensively, simplified the transferral.

Col. George Pope, treasurer of the Pope Mfg. Co., leaves this week for San Francisco to settle the matter of insurance, and also to wind up the other affairs of the branch.

P. H. Bernays, who has been the Pope manager on the coast for very many years, handling both their bicycles and their motor cars, will be retained by the company until everything is thoroughly liquidated, but just who will secure the Pope agency is among the things to be determined, although in a retail way C. C. Hopkins has been handling certain of the Pope lines.

Best Season in Baltimore.

"This is the best spring season in bicycles and motorcycles that we have had since the palmy days of 1896 and the business is still coming good," is the cheering report from Howard A. French & Co., Baltimore, Md., who add: "We agree with the Bicycling World regarding high grade bicycles and only wish the cheap trash could be pushed off the earth."

Billings & Spencer to Enlarge.

The Billings & Spencer Co., the Hartford drop forgers, have purchased two plots of ground on which will be erected a large addition to their present plant; the plans, however, are not yet wholly complete.

SALESMEN WHO SUCCEED

Factors that Influence Success—Four Steps up which Purchasers must be Led.

"Nowadays we know that the old idea, that either the seller or the buyer must lose on every transaction is false. We expect the seller to make a fair profit, and we know that unless the buyer makes gains through the transaction, he will not again be a purchaser. If the seller is obviously disposing of his goods at a loss, the suspicions of the buyer are at once aroused. Anybody can give things away; a salesman is one who can not only sell goods at a

knocker and it is at once disposed to be unfriendly to him. This does not mean that a salesman should not compare his goods, as to quality, price, etc., with those of his competitors, but it does mean that he will do so, if at all, fairly and squarely. One of the fine things that comes into the life of a salesman who is not only a man of character, but a man of pleasing address and an attractive personality, is the friendships he forms with the best men with whom in his work he comes in contact. Many are the profitable and pleasant hours he spends with such companions. And it is out of such friendships that business is gained, for it is human nature for us to assist our friends.

ity being of secondary consideration. As a general statement the world wants reasons, and wants them presented logically and pointedly. Many salesmen are much more familiar with the intrinsic merits of the article they are pushing than with the uses to which it may be put—a decidedly important feature in that such a knowledge frequently enables the salesman to suggest economies which would be made possible through the use of his article.

"That these requirements are more or less ideal is freely admitted, but they are in the direction in which the salesman should endeavor to grow; and there is just the pith of the matter, for by intelligent endeavor a man can make himself almost what he wills. Of course he cannot make himself grow tall or short, or have black eyes instead of blue eyes, but our physical appearance, which is largely beyond our control, unless bearing the tell-tale marks of dissipation, plays a small part in our life compared with the leading roles taken by those qualities over which our will has dominion.

"There are four steps through which the mind of the purchaser must be led. First, his attention must be gained. There is no use talking to a man who is intent on something across the street or who is in the midst of a newspaper article which he goes on reading. The attention accorded depends largely upon the personal appearance and manner in which the salesman presents himself. Here is where character, the ability to look a man square in the face and gain his recognition play an important part. After the attention is gained, the customer must be interested in the subject matter of the proposed sale. Usually a man is most interested when shown that he can profit by making a purchase. After his interest is aroused, the next step is by arguments adapted to the particular case to lead him to desire to possess the article, the merits of which are being presented. Then he must be able to make up his own mind, to decide and to say that he will purchase.

"Now, advertising, or 'salesmanship-on-paper,' may be used with the idea of carrying the mind of a prospective customer through all these four stages. Above all, the salesman should know what articles are being advertised by his house, and what statements are being made in regard to them, for ignorance in regard to such matters puts the salesman in a bad light and tends to weaken the respect which a customer should have for him and his firm.

"These are sound principles and should be of much value to anybody who sells goods, be he a traveling salesman selling the retailer, or a clerk in a retail store. In this day and age the salesman must know his business."

Crouch was \$35 too High.

The price of the Crouch 3 horsepower motor bicycle, made by the Crouch Motor Co., Stoneham, Mass., is \$165; in the *Bicycling World* of May 5th, \$200 was the figure given.

The Worcester Dealers' Co-operative Advertisement.

A Wise Man's Experience!

Bought new bicycle.	\$40 00	Saved car fares 20c. a day, 250	
Repairs.	4 60	days a year for 4 years.	\$200 00
	44 60	Time saved, 1 hour a day, 250	
		days a year, 4 years @ 20c.	
		an hour	200 00
		Sold bicycle for	15 00
			\$415 00
			44 60
Profit on investment in bicycle.			\$370 40

Are you working for yourself and family or the street railways?

NET PROFIT ON BICYCLE : : : : : \$ 370.40

fair profit, but who can make regular customers for his house," says Valve World.

"The successful salesman of to-day is a man whose methods and point of view are in accord with the high requirements placed upon him by the community with whom he deals. He must be a man of judgment and intelligence. He must be a man of decency, for he deals with decent people. He must be honest and frank, for these are qualities which men of character demand of those with whom they associate. The salesman must have good health, without which his mind will not be alert, and the man himself will be nervous and crabbed.

"The salesman must be an enthusiast, not in the emotional sense, but he must know he has a meritorious article, and be eager for others to appreciate its excellence. This is the enthusiasm of conviction. Then the salesman must be aggressive, looking upon obstacles and rebuffs as opportunities given him to show the stuff he is made of; in other words, he must be a man of mental vigor and courage. He must keep awake. This is not a time for Rip Van Winkles.

"No knocking of competitors' goods," should be the motto of every salesman who hopes to succeed, for the world despises a

"The salesman can never meet with a large measure of success until he knows men. No two men can be approached in exactly the same way. It is certainly a wise provision of nature that we intuitively adapt our speech and manner to those with whom we are brought in contact, unless we deliberately make an effort to treat all comers alike. Here arises the question of the value of set speeches in presenting goods, a method of salesmanship which probably had its origin in the subscription-book business. The average salesman memorizes a little story and recites it to any one who will listen. Yet in presenting a complicated article this method has the merit of affording a means of concisely and succinctly given full information. But it does not in any way relieve the salesman of the necessity of having an intimate knowledge of the goods he is pushing.

"That the salesman should be able to present reasons as to cost, durability, utility, etc., why his article should be bought, goes without saying, yet the relative importance of these reasons depends entirely upon the customer and his object in making a purchase. To one man price is of no object. To another price is the prime object, qual-

ENGINE WITH FIXED PISTON

Travels the Four Cycles but Only One Revolution—Good Results Obtained.

Application of the modern gasoline motor to such a variety of purposes where light weight is paramount, has been responsible for the creation of many changes not have come about, and it is noticeable that the enclosed flywheel type generally employed on the motor bicycle has most frequently been adopted. It has also been responsible for the production of some motors of a very uncommon type such as the Tygard, says the American Machinist. This motor is remarkable for the fact that, though employing the Beau de Rochas or four-stroke cycle, and having but one piston, one impulse per revolution is obtained, without having recourse to piston rod stuffing boxes; and also for its low weight per horsepower despite its strong and substantial construction.

The details of its peculiar design as well as its cycle of operations will be clear upon referring to the accompanying illustrations, which are two longitudinal sections, Fig. 1 being a section through the axis of the shaft, and Fig. 2 a section on a plane at right angles to the first. In addition, Fig. 3 shows the valve on a larger scale; this cut being made from a sketch of a valve differing a little from the one shown in the engine. The first engine built was formed by removing from the crank-case or base of a 3 horsepower De Dion-Bouton motor its water-cooled cylinder and bolting to the same base the cylinder end of the Tygard motor, the result of the change being to leave the weight of the engine at 100 pounds, while the horsepower was increased to six. The present stock engine has the same total weight, viz., 100 pounds, delivers 8 brake horsepower (hence its weight per horsepower is $12\frac{1}{2}$ pounds), it has an aluminum exterior casing, a cylinder diameter of 3 inches, stroke $3\frac{1}{2}$ inches and the distance from center of shaft to top of case is $24\frac{5}{8}$ inches.

The first striking thing about the mechanical construction of the Tygard engine is that the piston is fixed and the cylinder moves. The divided shaft, cranks and connecting-rod do not differ materially from those usual with the gasoline engines of automobiles and motorcycles. In the description which follows the engine is regarded as a vertical. A is the frame of the engine, B is the cylinder, made in top and bottom halves, held together by bolts C. Into the lower half of the cylinder is fixed the wrist pin, passing through the upper end of the connecting-rod. This end of the cylinder is enlarged to slide in the frame A and acts as a cross-head, taking the side-thrust of the connecting-rod, so that this thrust does not cause a side pressure between the piston and the cylinder. D is the

stationary piston, which is made gas-tight in the cylinder by packing rings near its

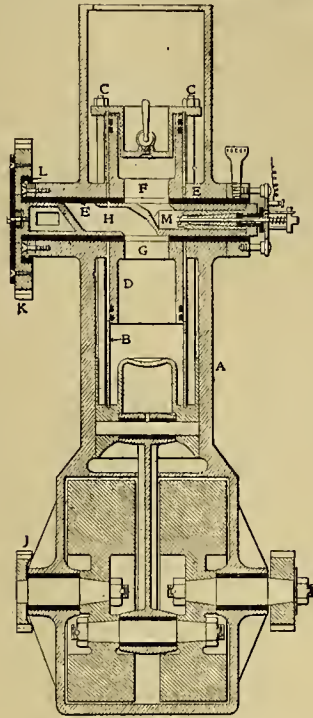


FIG. 1.

upper and lower edges. In order to support the piston the cylinder has, on each side, a

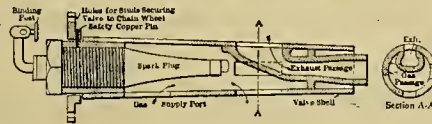


FIG. 3.

slot near its middle, and through this slot project out the lugs E of the piston, which

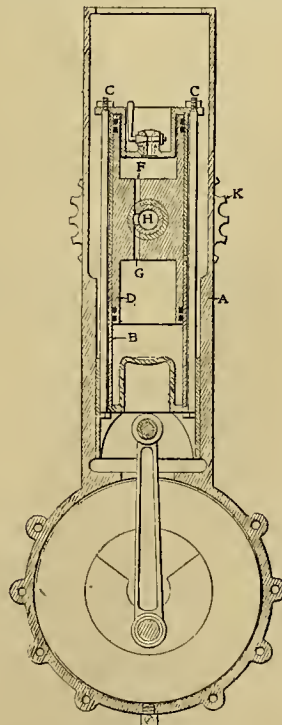


FIG. 2.

are firmly seated in the frame A. These lugs are hollow and form the seat for the

one rotary valve of the engine, which performs all the functions of the collection of poppet valves, cams, gears, springs, etc., usual on a hydro-carbon motor. Within one of the hollow lugs is also located the one spark plug, which gives the ignition for both the upper and lower combustion spaces. These combustion spaces, as is pretty evident, are formed between the upper and lower heads, respectively, of the moving cylinder and the central fixed piston; the piston itself is hollow and the cylinder heads are introverted or formed with projections into the piston approaching close to its central body. The inlet and outlet to each of these combustion spaces are through ports (F and G) cut through each piston face into a valve-seat located in a bore extending completely through the piston and lugs on each side of it; into this seat is fitted a plug valve H having a small amount of taper. This valve is a hollow gray-iron shell with ports which communicate alternately with the fuel supply and with the exhaust outlet. It is continuously rotated at one-half the speed of the crankshaft by a silent chain drive, the sprocket wheels J and K of which are visible in the illustration.

If the Piston Works Stiffly.

Occasionally when the engine has been run for some little time at high speed, and has become pretty hot, it is found after it has had an opportunity to cool off, that the piston is moving so stiffly that to all appearances it would seem that it had seized against the walls. Under such circumstances, the novice is more than likely to conclude that great damage has been done, and to start to tear off the cylinder.

Seldom will this be found necessary, however, if he will but try flooding the bore with kerosene oil and turning the motor gently at first, and then more and more rapidly as it becomes limber, until the stiffness has entirely disappeared. What really has happened is that the oil has become charred from the excessive heat, and has adhered to the rings, clogging them in their slots, the thin film upon the walls also having become much more viscous than it should be, from the same cause. The thin oil simply dissolves the coating, and removes it to the lower part of the case, whence, of course, it should be removed by a thorough flushing out, before new oil is put in.

How the Cut-out is Operated.

In the new muffler cut-out which is being applied to the R-S motorcycles, ingenious use is made of the wire and lever and angle piece employed on the Standard two-speed coaster brake. The cut-out is a valve placed in the elbow connecting the exhaust pipe and muffler and by using the Standard parts with the lever attached to the top tube of the frame, it is operated by hand and, of course, without the necessity of removing either foot from the pedal.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"**A National Rider is Proud of his Mount,**" is an o'd adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



Published Every Saturday by

THE BICYCLING WORLD COMPANY

154 Nassau Street,

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

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Foreign Subscription \$3.00

Invariably in Advance.

Postage Stamps will be accepted in payment for subscriptions, but not for advertisements. Checks, Drafts and Money Orders should be made payable to THE BICYCLING WORLD COMPANY.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 19, 1906.

Why the Coaster Brake.

Already is being harvested the crop of spring accidents answering unerringly the question Why the coaster brake? The occurrences in New York alone on Sunday last constitute a vivid illustration of the fact.

On that day one cyclist was killed, and three others more or less seriously injured; and in every instance the casualties were due to the use of brakeless machines. The man who was killed lost control of his bicycle while going down hill, and dashed into a telegraph pole. Two of the other unfortunates were coasting down hill when they lost control of their mount and to save themselves turned sharply into the side of the road. The third accident was also due to coasting on a machine without a brake. It ran away, and to escape collision with a street car, the rider made a flying leap, with disastrous results.

These accidents were the only ones that were reported in the public prints. How many more occurred—and usually they form by far the greater number—and are not recorded in the records at police stations or hospitals, it is impossible to say; but those cited are sufficient to make plain that

there is still a large field for coaster brakes left untilled by local dealers; for what is true of New York is undoubtedly true of practically every other community. Such instances as those to which we refer present the strongest possible arguments why the coaster brake should be used and afford the very sort of reasoning that is needed and that the wideawake dealer can turn to advantage.

The hand-brake would serve to prevent some of these accidents, but hand-brakes are so rare nowadays that they are seldom considered, nor do they permit of that safe position in coasting that is permitted by the coaster brake. The man with his feet off the pedals is always taking some risk, and the device, therefore, that serves to induce him to keep his feet where they belong is serving to better purpose. Backpedalling in a moment of danger is instinctive. The coaster brake is operated by backpedalling!

While in talking of coaster brakes it is usually the fashion to decant on the pleasures of coasting, the safety contributed by that device is, if anything, of even greater importance. It is a lifesaver as well as a pleasure-promoter. The safety of it should not be lost sight of when promoting a sale. If there were more coaster brakes in use, there would be fewer scraped faces and broken bones.

Statistics that Help Motorcycles.

Scarcity of statistics relating to costs is one of the things that has served to make slower the progress of the motor bicycle in the field of actual utility.

Practically speaking, authentic information of the sort has been unavailable, not because motorcycles have not been put to varied uses, but because those who have used them have not bothered with figures; they simply know that the little machine has performed cheaply and well the service required of it and have "let it go at that." There is no gainsaying, however, that the absence of such statistics is a drawback when it is sought to interest the disinterested merchant who desires to be "shown." Only in the most general way is it known how motorcycles compare with horses or with automobiles for commercial purposes.

The telephone companies were among the first to realize the peculiar advantages which the motor bicycle held for certain of their requirements—chiefly inspection and repair work—but notwithstanding that some of the machines have been in use four years or more, information has been hard to ob-

tain. The continued use of motorcycles has served as the most significant answer to questions that have arisen. But some light has been just shed on the advantages by one of the telephone companies in question—the North Illinois Telephone Co., whose headquarters are in Sandwich, Ill. They have summed up the case in unusually crisp fashion, thus:

"Our territory comprises an area of about 1,000 square miles.

"The motorcycle is a unique departure from the old methods of transportation of 'trouble chasers.'

"Speed about 20 miles per hour on average roads.

"One man clears up what was previously work of three men and at a cost of but 25 cents per day—or the cost of feed for one horse.

"Saves per day: 2 men, \$5.00; 3 livery rigs, \$4.50; 2 horse feeds, 50 cents; as we count one of the horse feeds as the cost of running the machine.

"Have covered 100 miles a day and cleared up 25 cases of trouble.

"Trouble is better cared for, as a run of 10 or 15 miles is now made for minor cases which were previously 'passed up.'

"Collectors can also make twice as much territory as with a rig.

"Fuel and maintenance costs about 30 cents a day.

"Man can carry spurs, blocks, wire, test sets and dry batteries.

"Do not need anything more, as man can clear up 90 per cent. of trouble with what tools he can carry in his pocket.

"Can use motorcycles here about 8 months per year.

"Better than automobiles, as in case of breakdown the engine can be detached and machine pedaled in."

It is more facts and figures of this kind that are wanted. They "speak a piece" that can be spoke in no other way and serve to open avenues of utility that otherwise will long remain unopened.

What Mr. Charles A. Persons has shown to be possible in the way of co-operative local advertising in Worcester, Mass., is as easily possible in any other city or town. One Persons in each place is all that is required. Taking New York as an example, it is to be said that it is rather a sorry state of affairs that the only bicycle advertisers are of the cut price gentry who cry the cheapest of wares. And New York is not an isolated case.

FIXTURES

May 20—Valley Stream, L. I.—Century Road Club Association's fifteen mile handicap road race; open.

May 25—Victoria, B. C.—Motorcycle and bicycle races; open.

May 30.—Detroit, Mich.—Detroit Wheelmen's annual twenty-five-mile handicap road race on Belle Island; open.

May 30—Washington Park, N. J.—Bicycle race meet; open.

May 30—Chicago, Ill.—Chicago Motorcycle Club's race meet.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual twenty-five-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 3—Jamaica, L. I.—Tiger Wheelmen's 15-mile handicap road race.

June 10—Valley Stream, L. I.—Park Circle Club's Brooklyn handicap 20-mile road race; open.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's twenty-five-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

He Appreciates this Paper.

Editor of the *Bicycling World*:

Little news or literature is devoured with more eagerness nowadays than that which pertains to cycling by the wheelman who rides for pleasure and recreation. A great satisfaction that the editor of the *Bicycling World* may enjoy, is that his paper is read.

Nothing exerts a greater influence than the wielding of the pen, and the cycling interests should be thankful that a high class journal has been able to survive the depression of several years back and that has been able to help stem the unjust criticism and belittlement that has been heaped upon bicycling during the last five or six years.

I do not care to here express my opinion of the *Bicycling World*. It is not the kind of publication that devotes about half of its space with such headlines as "A good one from Chicago," "They like it in Arizona," or "What they think of it in Missouri." But I do not believe the *Bicycling World* is receiving the support that is its due. Whenever I chance to meet a cycling acquaintance, and happen to have a copy of the paper in hand, the greeting always is: "What's that? Let's see it a minute."

When the St. Louis Cycling Club was formed recently, it so happened that an old copy of the *Bicycling World* was lying around and not a few of the old timers and new riders who had gathered were surprised to learn that there is still published a journal dealing with cycling and cycling only.

Dealers and repair men may well serve their interests by placing their copies of the *Bicycling World* where they can be seen and read, even if it is necessary to chain them. Let it be known that there is such an institution as a cycling paper in existence. THE MISSOURI KICKER.

All he Wanted was "Luck Money."

That cosmopolitan and very democratic monster "graft," which so assiduously attacks every occupation and business where it can find head-room, afterward insinuating itself further and further in the manner of the classical camel in the tailor's shop, has at length made its way to the door of the motor bicycle dealer with its usurious smile. Fortunately, the early visits have been paid in England, where its entertainment has long been an institution, but when it will cross the seas and commence operations here, cannot be foretold. A case in point, is the following letter which was received by a maker in the "old country," from one who has been caring for a gentleman's motor bicycle. Its meaning is plain:

"Dear Sirs:—As I have the looking after of Mr. _____'s motor he has just bought of you, to keep up the old custom I hope you may be able to send me a trifle of luck money, and if I can do a good turn whilst looking after the machine in the way of speaking a word of praise of your firm you may rely on me doing so.

"Yours respectfully,

"_____."

Wheelwomen and their Saddles.

"All women's saddles," says Dr. Mary Gordon, in the *British Medical Journal*, "are made too wide and often too soft; they 'spread' the rider uncomfortably. Having inadequate peaks, they do not keep the rider easily on the saddle, and she is forced to grip and squeeze the saddle at the side just where it is already stretching her uncomfortably. . . . A woman on a small, narrow saddle is able to ride with her knees slightly apart, which means that she is comfortable and really resting on her bones. All women's machines are made with the saddle too far back; a T-bar bringing the saddle more over the pedals is a great additional comfort. I find hard saddles without springs, and keeping the rider rigid with the machine, are the most comfortable to women who will really try them. Most women would also ride more comfortably if they would keep their tires better blown up than they do."

Waste of Brain and Brawn.

Talk about head-work being necessary in cycling—here is a record for Brain! A Cardiff cyclist, W. Brain, by name, anxious to achieve fame by retrogression, rode his bicycle backwards from Roath to St. Melons, accomplishing the distance of three and one-half miles in twenty-two minutes.

EXCITEMENT AT VAILSBURG

Lots of Smoke, Plenty of Spills and Many Fine Finishes Mark the Sport.

Approximately 3,000 people attended the graduation exercises at the Vailsburg track, at Newark, N. J., last Sunday, 13th inst. The races may be called graduation affairs for the reason that so many of the "pures" became real bicycle riders at the expense of their individual skins and the surface of the board track. For the latter matter, however, this may not be applicable for the numerous falls—and there was hardly a heat in which one or more riders did not skim the incline—probably eliminated more than a half-cord of splinters from its naturally rough surface. If this is the case, no doubt those who ride at the track next Sunday will be glad, for there will be less slivers for them to pick up. It was a great day for New Yorkers, two of them, lanky Jimmy Zanes and "Herr" Floyd Krebs winning all the amateur and professional events. It was a great day for racing and the riders took advantage of the warm weather and cut out some fast heats. Most of their finishes were of the blanket order and the spectators warmed up accordingly in defiance of the two warning signs requesting them not to make any noise.

One of the bench-warmers in the bleachers was out for a little added excitement and he inadvertently flicked a cigarette ash in a rotten post hole. It caused a slight blaze and much smoke, until an attendant beat it out with a stick. Charles A. Sherwood, the young New Yorker, who is making a desperate effort to be reinstated as an amateur, occupied one of the boxes. Sherwood wants to ride at Vailsburg, but Manager Bloemecke does not desire his presence, so that is how the matter stands. Charles Franks, another amateur who was pushed over the dividing line, also was a spectator, but Franks gave out that he would ride professional next Sunday.

One of the best races of the afternoon was appropriately named "every heat a race," a half-mile event for amateurs. In this event the first four riders in the fastest heat—there were six heats—were to be declared the winners, and in case of a tie the leaders in the fastest heats were to ride it off. The race did what the Bay View Wheelmen intended it should, that is cause the riders to go all the way. It took six heats and an extra to decide the event. The first and third heats were ridden in exactly the same time, 1 minute 5 seconds, and then the spectators began to sit up and take notice. One of the surprises came in the fifth heat, when Marcel Dupuis, of the Roy Wheelmen, beat out lanky Jimmy Zanes, of the National Athletic Club, for first place. The time was 1:03½. As the previous heat had been recorded at the same time the riders who had qualified in that and the fourth, lined up for the deciding heat. Zanes

proved his generalship and sprinting capability by leading Michael Ferrari over the tape by half a length. Frank Eiffler, of the Century Road Club Association, finished third, and Henry Larcheveque, fourth. The time, 1:11½.

The quarter-mile handicap in five heats was not without interest and the three scratch men to qualify got in only by the hardest kind of work. Al. Judge, of Memphis, Tenn., won the first heat from the 25-yard mark; James Zanes got a quick start in the second from scratch and came over the line a winner. Frank L. Valiant captured the third heat from 40 yards and the other two scratch men, George Cameron and Jacob Magin, won, respectively the fourth and fifth heats. Zanes got away fast in the final and passed Gustave Duester and Valiant in the stretch. Zanes won with ease, with Duester second, Walter Rawleigh, third.

Fenn and Billington qualified in the first heat of the quarter mile open, Menus Bedell and Rupprecht being among the also rans. In the second heat Krebs and John Bedell finished, leaving Ashurst, the new "boy wonder," in the lurch. Billington jumped the field at the eighth pole in the final and got a good lead into the straight. A heart-rending sprint for the tape resulted and Billington was passed as though he were standing still, Krebs crossing the tape about a foot ahead of John Bedell, with Fenn in third place. Time, 0:36.

That the handicapper has a great deal of respect for Ashurst, who has succeeded to Fenn's long-held sobriquet of "Boy Wonder," was shown in the five mile handicap for the cash chasers. Ashurst was put on the 90-yard mark while a number of the old veterans were ranged out in front of him as far as 350 yards. Fenn had the honor of starting alone from the tape. Many of the riders started from their marks with some little trepidation for some one on the track noticed that there were thirteen starters and that Sunday was the thirteenth day of the month, which fact he accordingly yelled to the riders. They got off without any mishaps and Albert Triebel led the procession for five laps, George Glasson corralled a dollar before Ashurst caught the limit men. When the "Boy Wonder" did he raked in half enough shekels to buy a ten dollar bill. Charles Schlee led for five laps when Fenn took the place for two. At the bell John Bedell had taken the lead, but swung in behind Fenn with Ashurst on the outside for third place. John Bedell jumped after rounding the first turn, but hesitated and Krebs, quick to take advantage, made his supreme bid. Krebs rode like one possessed and on the last turn he succeeded in bringing his pedals up to Fenn's. The "Flying Dutchman" led into the stretch and Fenn made a pretty sprint, but was just a few inches too late at the tape. Ashurst was an easy third while Charles Schlee, wonderful to relate, beat Rupprecht for fourth place. Time, 12:13.

William J. Ertel, of the National Turn Verein Wheelmen, graduated from the novice class by winning the half-mile from his club-mate, Thomas Smith, who came in for the silver medal. Edward Towers was third. Time, 1:09. The summaries follows:

Half-mile novice—Final heat won by Wm. J. Ertel, National Turnverein Wheelmen; Thomas Smith, National Turn Verein Wheelmen, second; Ed. Towers, Newark, third. Time, 1:09.

Quarter-mile handicap, amateur—First heat won by Al. Judge (25 yards); Edward Simonet (35 yards), second; Adam Beyerman (10 yards), third. Time, 0:31½. Second heat won by James Zanes (scratch); Marcel Dupuis (25 yards), second; F. E. Adams (25 yards), third. Time, 0:30¾. Third heat won by Frank L. Valiant (40 yards); Walter Rawleigh (30 yards), second; Martin Kessler (10 yards), third. Time, 0:31½. Fourth heat won by George Cameron (scratch); T. Francis (40 yards), second; Michael Ferrari (20 yards), third. Time, 0:32. Fifth heat won by Gustave Duester (35 yards); George Pauli (30 yards), second; Jacob Magin (scratch) third. Time, 0:31¾. Final heat won by James Zanes, National A. C.; Gustave Duester, Century Road Club Association, second; Walter Rawleigh, National A. C., third; George Pauli, Rahway, fourth. Time, 0:31.

Quarter-mile open, professional—First heat won by W. S. Fenn; Teddy Billington, second. Time, 0:34½. Second heat won by Floyd Krebs; John Bedell, second. Time, 32½. Final heat won by Floyd Krebs; John Bedell, second; W. S. Fenn, third; Teddy Billington, fourth. Time, 0:36.

Half-mile open, amateur, four leaders in fastest heat to be declared winners—First heat won by George Cameron; J. M. Eiffler, second; Al. Judge, third. Time, 1:05. Second heat won by Martin Kessler; Adam Beyerman, second; Otto Kretchner, third; William Cerney, fourth. Time, 1:09½. Third heat won by Charles J. Jacobs; A. R. Wilcox, second; Wm. Rowland, third; Adan Schwencke, fourth. Time, 1:05. Fourth heat won by Michael Ferrari; added starter, second; Henri Larcheveque, third; O. J. Devine, fourth. Time, 1:03¾. Fifth heat won by Marcel Dupuis; James Zanes, second; J. J. Forsythe, third; Frank M. Eiffler, fourth. Sixth heat won by Jacob Magin; F. E. Adams, second; P. J. Baum, third; Aug. Huron, fourth. Deciding heat between fourth and fifth heat men won by James Zanes; Michael Ferrari, second; Frank Eiffler, third; Henri Larcheveque, fourth. Time, 1:11½.

Five-mile handicap, professional—Won by Floyd Krebs (40 yards); W. S. Fenn (scratch), second; Alfred Ashurst (90 yards), third; Charles Schlee (170 yards), fourth; Edward Rupprecht (140 yards), fifth. Time, 12:13. Lap prize winners: Albert Triebel (5), George Glasson (1), Alfred Ashurst (5), Charles Schlee (5), W. S. Fenn (2), John Bedell (1).

Veeders Better Than Ever!

Regular 10,000 Mile.
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

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The most durable bicycle tire made. There is a steadily increasing demand for this tire and every dealer should carry them in stock; merely showing a section will often make a sale and a satisfied customer.

Send us your name and address so we can forward sections.

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THE HUNT FOR HEALTH

The Three Essentials Entailed and Why the Bicycle is the Best "Third."

Away back in the days of the hobby horse and the velocipede with its fringed and padded leather seat and its spool-like pedals, fond parents used to be told that the constant use of that instrument of torture, aside from developing the muscles of the legs and arms of their hopeful progeny, as it undoubtedly did, would tend to build up the youngsters' systems in a way that nothing

ren's children would continue to use this wonderful contrivance, they would have laughed him to scorn. Yet this, and even more wonderful things have come to pass since those days.

Like many another development of the mechanical arts which had its beginning in a child's plaything, the bicycle has grown to have a distinctive and important individuality of its own, and a place in the furniture of the world, because of its usefulness. Naturally enough, considering its origin, the first recognition of its utility was bred by the diversion which it was capable of creating. Its growing ease of oper-

medium of health, was not realized, however, until after its development had become almost complete. In a general way it had been foreseen that it would be so, just as almost any system of outdoor recreation is beneficial, but the completeness with which it would serve the purpose, and the breadth of field which it would evolve in that capacity, were unknown. It required years of the designers' toil, years of popular education, and the growing tendency to bodily and mental stagnation, bred of the confinement of life in the apartment, the shop and the office, to reveal first of all the need of such a method of regen-



THE HUNT FOR HEALTH—THE AFTERNOON "CONSTITUTIONAL" IN THE PARK.

else could do, because it kept them out of doors, induced a rapid and healthy circulation of the blood, and gave them enough of variety and change of scene to warrant their continued interest in the play. All of which was quite true, likely enough, though the method was a trifle more heroic than those which are commonly endorsed by parents of to-day. But had those same parents been informed that their offspring would not simply ride those wooden toys during their early years, but would all their lives remain staunch and true adherents to the "art and pastime of cycling" then developing, employing in their maturer existence a thing bred of that same toy, but bred in and in until in completeness and nicety of adjustment of part and part, in perfection of finish and ingenuity of construction, it rivaled the proverbially perfect action of the watch, they would gravely have shaken their heads. And if the prophet had added further that not only their children, but their child-

ation and general reliability, to say nothing of the unheard of facility which it provided for getting about from place to place, opened up a new and fertile scope of amusement for old and young. Then, partly because of the diversion, and partly because of a tangible affirmation of the old theory of the healthfulness of the velocipede, it came to be seen that it had value as a health giver. Lastly, its utility for these two purposes, and its further development from a technical viewpoint, brought out the fact that as a useful vehicle for personal transportation, facile, rapid and well-nigh costless, it was without equal. And the development of its supreme service to mankind was complete. But in its ability to provide renewal and regeneration of that vigor which is the energetic spring of the human watch, lay its chiefest value to the folk of all classes and all conditions.

The recognition of its full worth as a

eration, and second, the fitness of the bicycle to satisfy that need. Other means of accomplishing the same end, all more or less efficient, have been developed; some of them have seen great vogue and run their race, while others are and always will be useful, and used to good advantage. But the bicycle, in its matchless service as an innocent cure-all, self-administered, and never failing of its effectiveness, remains as it must remain down to the end of the chapter, the best and the most satisfactory.

How much its regular work and consistent use can avail the average human being in the way of resuscitation and vivification of the entire system, develops only when a careful study of the needs of the system is made and account taken of the way in which the rules of hygiene are daily and consistently violated in following out the common schemes of life. In the first place, man, the self-regulating and self-reparative machine, like all other machines, demands

that certain basic conditions be fulfilled in his existence in order that external work, the supreme achievement of life in contradiction to the mere existence of the animal kingdom in its natural state, may be performed. The supply of human energy is developed from three different sources, two of them external media for the transfer of potential energy, and the third, by a curious contradiction of nature, in itself a usurper of the energy bred by the other two. Like all other mechanisms, the human machine requires the fulfillment of these basic conditions in order that its allotted duty may be performed, and like all other machines, it is amenable to a certain amount of rough misusage. That is to say, it can withstand a considerable degree of overload for a stated time, or it can perform its duties even when temporarily deprived of its essential requirements. And being the most efficient machine in the universe, as well as the most wonderfully contrived, its limit of capacity is far more extended than that of any other animal mechanism, or any merely inert contrivance.

Of the three essentials then, food and fresh air, are the two sources of supply from which the power of the machine is derived. To do without them, one or both, is to do without life; to deprive the system if its full requirement in a partial degree, is to work the same havoc that is wrought in any machine when it is starved. Strangely enough also, to deprive the body of action, is to effect the same result, in a general way, though for a different reason. For just as any machine cannot be made to perform well a task for which it was not designed, so the continuous use of the human machine under certain conditions, is one of its prerequisites, since it was designed by the Creator for ceaseless activity, broken by intervals of absolute rest. Starvation for lack of activity comes just as truly as does starvation for lack of nourishment, and the result is just as injurious in the end.

By an insurmountable wall of circumstances developed by his own growth in the system which humanity has hewn for itself out of the crude elements of the earth which it tenants, man, the integer, finds himself unable to supply man himself, man the machine, with all three of these essentials in their just and due proportions. It is Kismet. Consequently, the part himself, must make up to the part which is the mere machine for its lack of supply. Hence the utility of rest and recreation. For in recreation lies not simply the change and relaxation of the muscular structure, but as well, the alteration in the functional performance of the brain cells, which is just as necessary as the other, and for the same reason. And since fresh air, and the recreations which are best secured by change of scene, require more consistent care than the other essential, the supply of food, which is instinctively attended to, in out-of-door exercise, lies the whole solution of the problem of healthy regeneration.

But, the philosopher observed, "A man's

hunt for health is not conducted on the usual rules of races, for he never starts in pursuit of it until he finds it is already run down," which is in general quite true, most deplorably true. When, however, the pursuit is begun, it is invariably conducted on the basis of a renewal of the conditions which have been lacking in his daily life. The mere specific additions to the method, medicinal or otherwise, are but a side issue. If he be rich, his doctor prescribes travel, if he be poor, he prescribes long walks or else a rest, anything to set up the natural operation of the system. But in general, whatever the treatment, it may be reduced to terms of fresh air and a change of scene.

To return to the bicycle then, its use accomplishes just these two things, adding



THE WAYSIDE WELL.

also the equally essential requirement of exercise, not violent, exhaustive work, but invigorating exercise. In the constant rational use of the bicycle, there is to be found a degree of exertion which may be modulated to the needs of the rider and to his taste as well. Coupled with it, there is the requirement of deep breathing which expels from the lungs all the foul residue of other breaths of less pure air, and a consequent renewal of the blood. Then there is the constant change of scene, the diversion which it creates, keeping the mind away from the cares and annoyances which have constituted its sole diet during the period of work, and there is also the requirement of continually focusing the attention more or less acutely upon the road, which aids in the purpose. The brain rests, the body derives a supply of renewed vigor which it stores up in every nook and cranny against another period of need, and the muscles act readily and easily, causing the blood to course through the veins, stimulating and enlivening every fiber of the being until at the end of the ride, it is a new man and a new machine which alights from the wheel.

Cologne Agrees with Butler.

Thanks to the aid of that excellent pace-maker, Peguy, who knows every inch of the old-fashioned, low banked asphalt track at Cologne, Nat Butler was enabled to beat out Peter Gunther and Henri Contentet on Sunday, May 6th. The men rode for one hour and in that time the veteran American covered 36 miles 961 yards. At the pistol Butler was ahead of Guenther about 350 yards while Contentet, the record holder, trailed the German by nearly one mile. In a 20 kilometre (12.42 miles) race Butler finished second to Guenther, Contentet again bringing up in the rear. The American finished only one length behind the winner, which is exceptionally close for a motor paced race. Time, 19 minutes 20 seconds.

St. Louis Club Completes Organization.

The St. Louis Cycling Club has perfected its organization by adopting a constitution and by-laws and electing officers, as follows: W. M. Butler, president; Aug. J. Schmidt, vice-president; George Lang, Jr., secretary-treasurer, and A. G. Harding, captain.

The ballots had to be counted at least three times before Harding was declared the victor over H. G. Wolzendorf, who was placed in nomination for captain by Harding, and it was regretted that a home trainer was not handy that the two could fight it out in a ten mile race. The club will probably promote a Pike county tour in the latter part of May.

Motorcycle Wanted for a Minister.

Richardson, North Dakota, has a preacher whose territory covers the greater part of 10,000 square miles. His only comrade in the work is another minister who also conducts two newspapers, teaches schools and attends to various other matters. An appeal has been sent to Mankato by a banker at Richardson for aid to purchase the one exclusive minister a motorcycle so that he may extend his usefulness.

Pike's Peak Motorcyclists Organize.

The Pike's Peak Motorcycle Club has been organized at Colorado Springs with some twenty member and these temporary officers: President, G. W. Blake; secretary, F. W. Davis; treasurer, C. M. Angell. The club was formed with the praiseworthy intention of "doing things," a race and a hill-climbing contest being among its contemplated undertakings.

Gas Men to use Motorcycles.

The Kansas City Gas Co. is making ready to mount its inspectors and meter men on motor bicycles—about 20 of them in all. The order was captured by the Sellers Cycle Co., Kansas City, agents for the R-S. The machines are all to be equipped with the combination stand and luggage carrier of which the Reading Standard Cycle Co. is now making a feature.

KRAMER SHOWS IN BELGIUM

Beats the Native Crack and Receives an Ovation, also a Big Bouquet.

Following his three brilliant victories at London on May 5, Frank L. Kramer repeated the performance on Sunday, 6th inst., at the Velodrome de Zurenborg, Anvers. The race in which the American sprinter showed a clean pair of heels to the foreigners was a three heat match race against Van de Born, of Belgium, and Ellegaard, of Denmark.

On the last turn of the first heat Van den Born attempted to steal away, but Kramer was upon him like a shot and coming by on the outside reached the tape half a wheel ahead. Ellegaard finished one length behind the Belgian. Van den Born tried the self same trick in the second heat and again the American demonstrated his Yankee superiority, though not without a struggle, as the Belgian champion finished only eight inches late. Ellegaard again was a half length behind the second man. By finessing for position in the final heat Ellegaard compelled Kramer to take the lead, Van den Born following the Dane five or six lengths. Van den Born began to unwind at the bell and changed places with Ellegaard, but was not able to pass Kramer on the straight, the American finishing half a length ahead. Then the spectators gave Kramer "le premier sprinter l'Americain" a rousing ovation, presented him with a large floral bouquet and made him execute a "tour d'honneur."

Nerent makes a Double "Killing."

Charles Nerent, the crack road rider of the Roy Wheelmen, won one of the most creditable races of the season last Sunday, 13th inst., when he finished first from scratch in the ten-mile closed handicap road race of his organization. Nerent won both first place prize and first time prize—a regular old-fashioned killing. His time for the ten miles was 29 minutes 32½ seconds.

The race on Sunday last was the second one of a series that the Roy Wheelmen are promulgating this season and, of course, was for club members only. Despite this fact, twenty-one riders answered to the starter's call, the greater number of whom finished. The race was held on the Merrick Road, Long Island, the start and finish being in front of West's at Valley Stream. The course was from Valley Stream to Lynbrook, thence to Springfield and return to Valley Stream.

Nerent was not the first man to cross the tape, however. S. Ryan, who was given the limit—four minutes—reached the finish so long in advance of his fellows that it seemed passing strange and later it developed that he took pace from an automobile. For this he was disqualified. John Platt and Charles Buck, both long markers, finished second and third, and Henri La-

fenetre, with one minute, came in fourth. The summary:

Pos.	Rider.	Hdcp.	Time.
1	Charles Nerent.....	scratch	29:32½
2	John Platt.....	4:00	33:36½
3	Charles Buck.....	4:00	34:39½
4	Henri Lafenetre.....	1:00	31:50
5	George Gunzer.....	scratch	31:59½
6	Herbert Williams.....	scratch	31:59½
7	Ralph Roullier.....	2:00	34:59½

Twenty-four Contend at Wakefield.

Twenty-four riders started in the twelve-mile handicap road race at Wakefield, Mass., on Saturday, 12th inst., which was won by Gorman, of Woburn, who had a handicap of two minutes. The start was from Water street, over Vernon street to Lynfield Center, and the course was traversed twice. It was announced that the race would be a six-mile affair, but at the start the distance was changed, which resulted in several of the riders refusing to start.

Stafford Henninger, of Wakefield, who started with the 2:30 bunch, led the procession at the completion of the first lap and was then regarded as the winner, but he dropped out on the second lap. Percy Cutter, of Wakefield, was another promising finisher, and he held the lead in the stretch one hundred yards from the tape. In the sprint for the ribbon, however, Woburn had the speed and beat the local rider by a few feet. Gorman's time was 37 minutes. William Buzzy, of Brockton, on scratch, won the first time prize, and Cornelius E. Connelly, of Everett, finished second to Buzzy. H. McPartlin, of Woburn, annexed the third time prize.

The placed men were as follows: 1, Gorman, of Woburn; 2, Percy Cutter, of Wakefield; 3, Herbert Kiessling, of Lawrence; 4, Goodrich, of Everett; 5, Small, of Everett; 6, Sawtell, of Everett; 7, Conant, of Everett; 8, William Buzzy, of Everett; 9, Cornelius Connelly, of Everett; 10, H. P. McPartlin, of Woburn; 11, Rolfe, of Watertown; 12, Fred Hill, of Watertown; 13, Drabach, of Cambridge; 14, Callahan, of Cambridge; 15, Edward Ramsdell, of Cambridge; 16, Carroll Burnham, of Watertown, and F Sullivan, of Melrose.

Motorcyclists in Evansville's Event.

Although only one motorcycle event livened the automobile race at Evansville, Ind., on Wednesday, 16th inst., it was of such a character that it doubtless will cause a cry for more, the time made in the motorcycle race being faster than that made by the star performers in the automobile events. The meet was held on a half-mile dirt track with poor banking. Samuel Troyer, astride an R-S, won the first heat of the mile in 2:38, beating out "Cad" Haas, on an Indian. In the second heat, Otto Geiss (Indian) was the victor, with Fred McNealy (Indian) second. Time, 2:50. Troyer won the final heat from Geiss. The time was 2:34½, being the best of the day.

RAPS PENNSYLVANIA LAW

Judge Newcomb Finds a Grave Defect—Hope it Holds for Motorcyclists.

There is a possibility that the motorcyclists of Pennsylvania may soon be relieved of the necessity of carrying the big, heavy castiron number plates supplied by the State. The hope is held out by a decision rendered by Judge Newcomb, at Scranton, on Monday last. In substance, Judge Newcomb declared the law to be unconstitutional. The same hope makes it appear not wholly impossible that non-resident motorcyclists may enter Pennsylvania without the necessity of paying \$3 for the privilege, which also is the tax imposed on the resident riders.

The law does not specifically mention motorcycles, and was plainly intended to apply to four-wheeled vehicles only, but someone went to the trouble of asking the attorney general for a ruling and, as always, he promptly ruled that the law included motorcycles.

Judge Newcomb gave his ruling in an opinion quashing an indictment against one Alfred Harvey who was charged with operating an automobile on the streets of Scranton without first having procured a license therefor.

Harvey's attorneys attacked the constitutionality of the act on two grounds: First, because its title is misleading; and, second, because it does not bear uniformly on all persons and all vehicles, or even on all motor vehicles.

Regarding the second contention, Judge Newcomb stated that he had not been convinced of its soundness.

"The first reason, however, is based upon a palpable constitutional defect," he said. "The section which defines the offense alleged in the indictment relates only to a license to be issued to the owner. Nothing is said there or elsewhere in the body of the act about licensing any other than the owner. The penalty prescribed is incurred through the owner's failure to procure a license. But so far as the title says anything on the subject it indicates a purpose to put the duty of getting a license only on the person of the operator and to attach the penalty to his default in that regard. In our judgment there is a substantial variance between the title and the body of the act in that respect, and it brings section six within the prohibition of section three, article III, of the constitution, which requires that the subject matter of a statute shall be clearly expressed in its title."

Chemung county is one of the counties in New York State that has not permitted its cyclepaths to deteriorate. There are about 70 miles of them and every mile is being kept in splendid repair. Incidentally, the cyclist who, without the necessary tag, ventures on the paths is promptly pounced upon.



THE OLD WAY.



THE MORROW WAY.

"THE DEBT

which cycling owes to the MORROW never can be repaid. It made cycling not only safe but **thoroughly** enjoyable."

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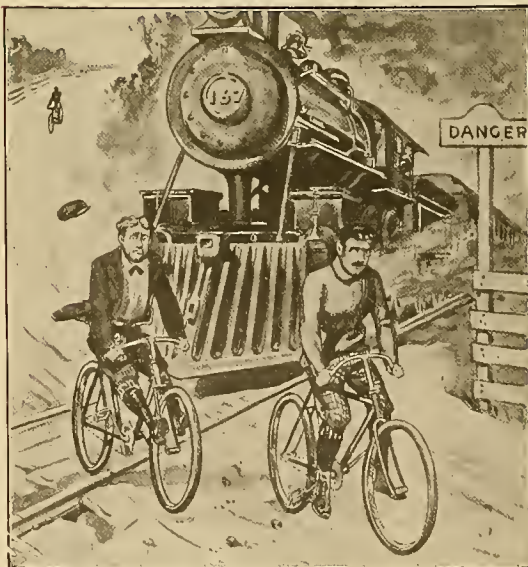
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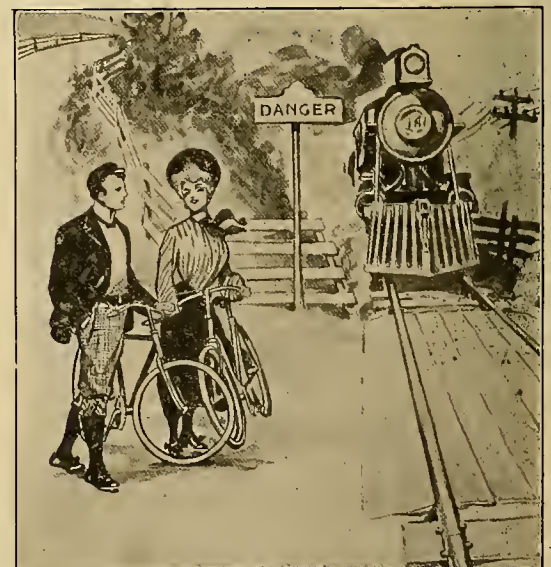
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CONCERNING OVERHEATING

Its Causes and its Cures Specifically Catalogued—Many Factors Involved.

Overheating, is a simple little word, which frequently is applied in far too vague a sense to the air-cooled gasoline motor. For although it is made to generate and handle a great quantity of highly temperatured gasses, the conclusion by no means follows that the machine itself should become hot beyond a certain equable working temperature which soon becomes familiar to the accustomed user. Hence, any excess of heat beyond this natural limit, while truly overheating, is directly attributable to some distinct fault, and is from that fact, merely a symptom, rather than a complaint in itself. But because the causes which contribute to this condition are manifold, and many of them are but little understood by the average user, it is common to refer to the condition as a distinctive disorder, and to let it go at that, relying on the skill and perspicacity of some practiced repairer to cure the malady. That this seldom is really needful, however, will be apparent from a moment's consideration. A complete analysis of the organism of the engine is all that is necessary to complete a diagnosis of the trouble, and when that has been done, the curative treatment is ordinarily self-suggestive, and by no means difficult.

For the benefit of the novice, who has not as yet learned to distinguish the separate elements of the machine from one another in their proper relation, a foreign expert has prepared the following table of causes which may contribute to an overheated condition, grouping them under their natural classifications. All that is necessary in order to discover the cause of an excessive temperature in the motor, is to go over the list, taking up each item by itself, and making sure that the organ which it treats is not disordered. When this method is followed logically, there can be no possibility of the error remaining undiscovered, only supposing that the investigator is sufficiently familiar with the thing to recognize a fault when he sees it. Roughly speaking, then, any improper condition which may conduce to overheating may be considered to come under one of the three heads of the mechanism itself, or one of the two functions of lubrication and carburation. In detail, they may be further subdivided as follows:

(1.) Engine.

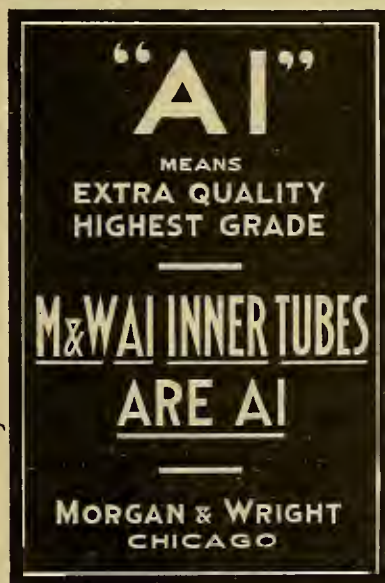
(a.) Valve Lift.—If the exhaust valve does not open to its full extent (usually about $\frac{1}{4}$ -inch) the exhaust gases are not cleared out, and the hot charge remains, causing back pressure and excessive cylinder temperature. Defective valve lift is due to: (1.) Too short a valve stem. (2.) Valve stem reduced by wear or by frequent grinding. (3.) Wear of tappet. (4.) Some engines have tappets with adjustable screw heads; if the adjustment is out the lift is

either too long or too short; in either case "overheating" symptoms follow. (5.) Worn bell cranks, or levers, cams, or rollers, inside half-time pinion case.

(b.) Bad Compression.—Inspect piston rings and valves. Examine spark plugs and compression tap. If there is a dark ring around either, burnt oil is exuding. Remedy, new plug or new washer for compression tap.

(c.) Too High a Compression.—Practically an impossibility. The simplest method is to put a washer $\frac{1}{32}$ -inch thick beneath the cylinder.

(d.) Too Low a Gear.—There is a certain temperature at which any air-cooled engine will give the best results. A conscientious maker sets the gear and adjusts the carburetter so that this temperature will not be exceeded when the machine is being



NEW YORK BRANCH 214-216 WEST 47TH ST.

driven at an average of, say, twenty miles an hour. By enriching the mixture and lowering the gear you may arrive at that efficient temperature when averaging twelve miles per hour, and then you will considerably exceed it when averaging the legal limit. In practice a 4-6 horsepower twin should not be geared less than four to one, and a 3 horsepower single cylinder not less than five to one.

(e.) Choked Silencer.—This produces exactly the same effect as (a). If the engine has ever been heavily lubricated or if the silencer is set so low that the wheels can cast mud on it a periodic examination is advisable.

(2.) Lubrication.

(a.) No Oil Reaching Cylinder.—The remedy is obvious. Keep an eye on "automatic" lubricators.

(b.) Too Little Oil.—The causes and cures are as follows: The average amateur considers that so long as he follows the makers' instructions to give a pumpful every 20 or 25 miles the atmosphere of the garden

will remain indefinitely balmy. It is surely obvious that under hard conditions of driving the oil is used up more quickly. Therefore, if you are driving unusually fast or over specially severe roads watch your engine carefully on a level interlude, and see if its behavior is normal. If not, increase the lubrication till it is.

(c.) Partially choked pipes, preventing the charge getting to the engine as soon or as wholly as it should.

(d.) Too Narrow a Slot between Crank Case and Cylinder.—The majority of engines seem to be made on a slavish and arbitrary canon as regards the width of this slot.

(e.) Bad Oil.—Engines are curiously fastidious in the matter of oil. Follow the manufacturer's advice.

(3.) Carburation.

(a.) Poor Regulation.—It is doubtful whether an engine actually can make a good start on a run and then "get tired" from this cause. But most certainly it can burn its valves out quickly if the carburetter is out of adjustment, and equal results in June and December will not be obtained with one and the same setting. Many engines are sent out with too large a jet, because this facilitates easy starting. With a new engine watch the fuel consumption, and if it is abnormal, slightly reduce jet by fitting a fresh nipple. When winter comes replace the original one.

(b.) Choked Air Inlets.—On every carburetter the air intakes should be regularly inspected and cleaned.

(c.) Choked Gauzes in Inlet Pipe.—The low temperature induced by the evaporation of the fuel may freeze up these safety screens shortly after starting. The remedy is either to warm the carburetter by a bypass from exhaust pipe, or to set the gauzes at a point where the pipe is near the hot cylinder, or to remove them altogether.

About the Inlet Spring.

Not a little difficulty with the performance of the motor may be experienced by the user if the spring tension of the inlet valve be allowed to weaken to any extent. Probably nothing can contribute more to the successful working of the motor than the proper tensioning of this same spring. Its adjustment, fortunately, is most frequently left to the attention of an expert repairman, but its condition should be followed with care by the rider, despite this fact. The evidences commonly given by a weak spring are, loss of power, accompanied by a clacking sound as the valve is seated by the compression rather than its own spring, and occasionally, back-firing in the carburetter. On the other hand, too strong a spring brings about a similar loss of power, and is a difficulty far harder to locate. Once a spring has been properly fitted to the motor, however, the only tendency is for it to lose its strength, and accordingly the user's only care must be to see that the distinctive clicking sound is never manifested.

Santa Claras Beat Brooklyn Bridges.

A picked team of the Santa Clara Wheelmen, of Santa Clara, Cal., defeated the Brooklyn Bridge Wheelmen, of the same place, last Sunday, 13th inst., in a twenty-five mile relay race over the Santa Clara five-mile course. There has been much rivalry between the two teams for some time and a large crowd of enthusiastic spectators gathered at the finish. The first relay was ridden by C. Koenig, for the Santa Clara Wheelmen, and J. Bertini for the opposing club, and Koenig led his opponent at the end of five miles, the time being 13 minutes 46 seconds.

The next relay, ridden by J. Oliver, for the Brooklyn Bridge Wheelmen, and J. Jones, for the Santa Clara Wheelmen, served to open a still wider gap for the town's namesake.

The third relay between J. Walcot, of the New York named organization, and J. Jones, of the Santa Claras, was nearly an even race but Jones jumped his man about 800 yards from the tape and opened a lead of 150 yards for his team. In the fourth relay the Brooklyn Bridge Wheelmen closed up the gap, but Somerville, of that club, was unable to gain a lead on his opponent.

During this time there had been much discussion as to which was the best man, Koenig or Bertini, so to settle the dispute. Koenig consented to ride the last relay against his foe in the first relay. Both men started nearly even, Koenig, however,

jumped his man near the finish and beat him an even 100 yards, settling all disputes. Although the riders had to "buck" a hard wind for a greater part of the distance, they made fast time and each relay averaged 14 minutes 11 seconds.

Atlantic City's Prize List.

Two bicycles and six pairs of tires are the magnets that probably will draw numerous riders to Atlantic City, on Decoration day for the Atlantic Wheelmen's second annual 25-mile handicap road race. These by no means, however, are all the prizes. The race will start at the cross-roads, just beyond the Pleasantville cemetery, on the May's Landing road, at 2:30 p. m. sharp. In case of rain on May 30th, the race will be postponed until Saturday, June 3. Entries may be sent to Charles Van Doren, 1735 Atlantic avenue, Atlantic City, N. J.

Holden Breaks his Back.

Arthur Holden, one of the old Vailsburg guard, came to grief in Peoria, Ill., Thursday of this week, and as a result probably will not live. Holden went out with a circus this year and did a loop-the-loop act under the sobriquet of "Diavolo." The loop was of the death trap variety and failed to work properly. Holden made the circuit perfectly but when his bicycle descended it went through the trap, and he was thrown forty feet, breaking his back.

Payment Saves the Denver Track.

There will be bicycle racing in Denver again after all. Mismanagement was all that caused the track's downfall last season and it is thought that with the right hands on the managerial lines the sport can be made a paying venture in Colorado. J. A. Payment has leased the saucer and will give the Denverites racing each Saturday afternoon throughout the summer. The first meet probably will be held May 30.

Chatham's Have Strong Membership.

At the annual meeting of the Chatham (N. J.) Wheelmen on Monday night, the matter of incorporation was brought up, but was defeated by a vote of 17 to 9. The treasurer's report stated that the total membership of the club was now 104 and that there was a balance in the treasury of \$129.50. Following were the officers elected: President, Charles Mitscher; vice-president, Edward P. Miller; secretary, Henry A. Albert; treasurer, John J. Conklin.

Halligan Leads Fast Bunch Home.

J. T. Halligan, New Jersey's "hope and pride," won the race home for the fast men in the century run of the Century Road Club of America on Sunday last. Halligan covered the distance of about thirteen miles in 37 minutes. Arthur E. Rhodes finished second, one minute behind and J. Nimi, A. Peantilli, John Eubank and T. Zizzari finished next in this order.

ABOUT THIS TIME OF THE YEAR

there are hundreds of cyclists who are awakening to the full meaning of saddle discomfort—an unpleasant experience that causes scores of them to ride seldom or not at all.

IT IS THE DEALER'S DUTY



to discover such people and to put them on the right track, which is to say, on the right saddle—a Persons



saddle. There is one for every build of man and woman, and there is not an uncomfortable one in the lot. All are **suspension** saddles and of Persons quality. You know what that means.

PERSONS MFG. CO.,

Worcester, Mass.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, May 26, 1906.

No. 9

FREE ALCOHOL PASSES SENATE

Fuel to Become Available January 1st—
How it may Benefit Motorcyclists.

Fuel alcohol is now assured. On Wednesday the free alcohol bill was favorably reported to the Senate from the Committee on Finance and on Thursday it was passed by the Senate without division. The President is known to heartily favor it so that its enactment is certain.

The Senate committee amended the bill by providing that it shall take effect on January 1 next, instead of three months after passage, and also provided more drastic penalties for evading the revenue taxes by illegally using denatured alcohol by providing for the forfeiture of the building and ground upon which the act is committed, in addition to five years imprisonment and \$5,000 fine stated in the House bill. The committee also required that the process of denaturing the alcohol should take place in special bonded warehouses designated for that purpose only.

At its meeting last week the Brooklyn Motorcycle Club passed resolutions favoring the bill and urging the Senators from New York to assist in its passage, the club's action being in line with that taken by President Betts, of the Federation of American Motorcyclists. In his letter to the senators, Mr. Betts pointed out that fuel alcohol would help solve some of the problems that now confront motorcyclists and motorcycle dealers in many places, notably in New York. In this city, few of the bicycle dealers carry gasoline and many of the automobile garage keepers who started with bicycles, have become so affluent and puffed up that they not only sniff at the storage of motorcycles, but refuse to sell gasoline to motorcyclists or else sell it at a price purposely designed to discourage future calls. Many of the apartment houses also prohibit the storage of machines and in many other houses they are stored at a risk that would imperil the collection of insurance in the event of fire.

As denatured alcohol is but little more inflammable than kerosene and gives off no dangerous gas and also as its flame is extinguishable with water, it seems reasonable

that its use will be of more far reaching benefit to motorcyclists than has been made to appear.

All of these features were pointed out by Mr. Betts in his communication to the New York Senators, for whom Senator Platt replied. He said: "I have to thank you for giving me the benefit of your views and beg to assure you that I am exerting myself in every proper way to have the measure favorably reported from the committee and passed by the Senate."

Dry Cell that Never Grows Stale.

Ingenuity, that is, the ingenuity of the National Carbon Co., Cleveland, Ohio, makers of the well known Columbia batteries, finally has made it possible for the motorcycle dealer to supply fresh dry cells at all times. The ingenuity takes the form and name of the Reserve dry cell, which is similar to the Columbia, save that it is made with a hollow carbon pole, into which water is introduced when it is desired to put "life" in the cell. Until then it remains absolutely dry and inactive and cannot, therefore, deteriorate. Because of the fact, it may remain on the dealer's shelf for an indefinite period without becoming "stale" or losing its strength, which is one of the shortcomings of other dry cells.

How San Francisco is Recovering.

San Francisco's disaster evidently is not going to interfere with business as greatly as was feared. "Instead of my customers, both wholesale and retail, cancelling their orders, they are actually increasing them," is the reassuring message sent by C. C. Hopkins, the well-known dealer, who lost both home and business in the catastrophe and who has begun all over again at 1524a Golden Gate avenue.

Hatch Goes into Chains.

C. W. Hatch, formerly in the motorcycle department of the Consolidated Mfg. Co., Toledo, Ohio, has caught on with the Diamond Chain & Mfg. Co., of Indianapolis, Ind. He will cover the eastern territory, succeeding William Culver, who returns to his old stamping grounds, the Middle West.

LIKE OLD TIMES IN READING

Factory Working Nights and Local Dealers
Enjoying a Great Rush of Business.

George W. Sherman was in New York for a couple of days this week. It was his first visit since he became sales manager of the Reading Standard Cycle Mfg. Co., but it was unnecessary to talk with him for any great length of time to discover that he has fitted into the position easily and well and carried with it that earnestness and clearheadedness that were ever his characteristics. He is chockful of Reading Standards and R-S's, and respecting the latter, at least, has plans developing that scarcely can fail to create a wide ripple when they begin to mature. His one complaint is that he is unable to get motors fast enough.

Sherman says there is nothing the matter with the demand for bicycles, either. As a matter of fact, the Reading factory had been working nights to meet a big call from California. One thing, Sherman said, had surprised him: the number of women's bicycles that are being sold.

As illustrating the health of the business in Reading itself, he cited the case of their local agent in that city. He is keeping nine repairmen busy overhauling old machines and one evening this month sold eight \$40 bicycles and all the cheaper ones he had in his store. "If the factory had not been closed I would have sent around for more," Sherman quoted the agent as saying. This particular agent had been doing some advertising of late and whether or no his renewed business is due to this publicity, Sherman said he had seen his store when it resembled a bargain day, so closely was it crowded; the people were standing in line on the street awaiting their turn to get inside.

Buyer from Denmark Due.

Alex. J. Wedman, buyer for Simonsen & Nielson, of Copenhagen, is due to reach New York on Wednesday. He comes, of course, to make purchases for his house, and will go as far West as Chicago for the purpose. While in New York he will put up at the Manhattan Hotel.

GLIESMAN'S PUSH CYCLE SIGN

It has Caused Many Inquiries, but only one of them Stunned the New Yorker.

Harry A. Gliesman, who sells Tigers, Reading Standards and R-S's on Eight avenue, New York, and who is very keen on the job, is very much given to the use of the term "push cycle," as a definition of the bicycle pure and simple in contradistinction to the motor bicycle. Indeed, he liked the looks and the sound of the words so well that recently he invested in a display bannerette on one side of which was painted "Motorcycles" and on the reverse "Push Cycles."

The painter made a very fine job of it and Gliesman was quite proud of the banner as it fluttered from the front of his establishment. As a matter of fact, it still fills him with pride, but a few days ago this pride was sorely humbled. On several occasions, ignoramuses entered his store and asked for descriptions of the "push cycle," but it was not until last week that Gliesman received a really severe shock.

The representative of a jobbing house had dropped in with the praiseworthy attention of inveigling the dealer to place an order for some of his goods. Gliesman was busy when he first entered, but not too busy to observe that the jobbing man was displaying unusual interest in the name plates of the various bicycles that stand in the Gliesman store. The cause of this interest did not become apparent until the jobbing man, having fulfilled his mission, was about to take his departure.

"I say, Gliesman," he then suddenly exclaimed, "who makes the Push?"

"Who makes the what?" responded Gliesman, wholly off his guard for the moment.

"Why the 'Push cycle.' I see you are selling it. I never heard of it before."

Gliesman tells the story himself and few men have more reverence for George Washington's cherry tree story.

Lyons in a Head-on Collision.

Henry S. Lyons, New York representative of the Wagner Motorcycle Co., and one of the very few men who maintain an exclusive motorcycle establishment, narrowly escaped death on Tuesday last, 22d inst. As it is, he is lying with a fractured skull in a hospital at Port Chester, N. Y., but, thanks to an unusually strong constitution, is mending with surprising rapidity.

Lyons, with two friends, all on motor bicycles, were riding through Rye, N. Y., when Lyons, who was in the lead, turned his head to look for his companions. At the same moment, an automobile coming from the opposite direction, suddenly swung around a curve in the road; a head-on collision resulted. Lyons was picked up in what was supposed to be a dying condi-

tion. He rallied, however, and his recovery is now certain. Lyons was formerly one of the best all-around athletes in New York and his superb physical condition undoubtedly served him to good purpose. The chauffeur concerned was arrested, of course, as also were Lyons's two companions, the latter on a charge of riding motorcycles without license numbers. They were detained an hour before the excited constable unearthed the law on the subject, when he could not release the motorcyclists too quickly. He is now wondering whether the motorcyclists will enter suit for false arrest, which his unwarranted action invited.

Furnishes Fresh Batteries Monthly.

Accumulators are so largely used in England as a means of ignition that a company has recently been incorporated in London under the title of Portable Accumulators, Ltd., to conduct a sort of subscription service, by means of which the motorcyclist may, upon payment of a fee of about \$10, have at his disposal a freshly charged accumulator any time he wishes it. The batteries remain the property of the company and the subscriber, to whom is issued a ticket entitling him to exchange his battery for a freshly charged one whenever necessary, is responsible for damage to them other than that caused by wear and tear. Every fourth week from the date of the previous exchange, the battery is to be returned to a station whether used or not. Exchange and charging stations will in the course of time be established in all the principal cities, so that the service should prove a great convenience.

"Bicycle Trust" in Walla Walla!

There is excitement in Walla Walla! If you do not believe it, just read this momentous dispatch from that "swirling center" which has been printed in a number of papers out West:

"The bicycle shops of Walla Walla have formed a trust or combination to maintain uniform prices for repair work and sundry bicycle fittings. The prices will be based on the charges prevailing in Portland."

Walla Walla, it may be added, is a mere speck on the map of the State of Washington.

Buffum Rides to Boston.

Edward Buffum, sales manager of the Consolidated Mfg. Co., passed through New York this week on a business trip to Boston. He was practicing what he preaches: He was making the journey on a Yale-California motor bicycle.

The Retail Record.

Corsicana, Tex.—J. F. Lamb; fire; loss, \$750.

Hamburg, Pa.—Lemon Fister and Levi Williamson, formed a partnership; firm style, Fister, Williamson & Co.

EFFECTS OF HOT WEATHER

How it Unexpectedly Opened the Dealer's Eyes to Value of Motorcycles.

Frank B. Widmayer, who handles Indian motorcycles at 2312 Broadway, New York, has been practicing what he preaches and a little more. He long has been unfolding glowingly, for the benefit of purchasers, prospective and otherwise, the great advantages of the tri-car, so-called, for pleasure purposes, and of the motorcycle van for business purposes. He, of course, has been demonstrating the three-wheelers considerably, but it was not until the hot wave struck New York that he put one of them to practical commercial use, and when he did so it was not the van he used but the tri-car.

In addition to selling motorcycles, Widmayer is an electrician and electrical contractor; and, as is always the case when Old Sol causes the thermometer to reach great heights, he was flooded with orders for the repair of electric fan motors and for the necessary batteries to be recharged or replaced. The orders came in so fast that he was unable to cope with them until the value of the tri-car suggested itself. Since then it has been in almost daily use by his "outside man" and a helper. They have responded to calls from Twenty-third street to One Hundred and Fifty-fifth street and the number of jobs that they have accomplished has served to heighten the value of the tri-car in even Widmayer's eyes, and he has always had a pretty high opinion of it, at that.

He states that with the use of the little machine the two men have accomplished as many as 40 small jobs in a day, carrying with them, when occasion required, a full kit of tools, batteries, wires and all other necessary supplies. He figures that he is a big winner, as the operation of the tri-car has not cost more than 25 cents per day, while ordinarily the cost of carfare very greatly exceeds that sum, and this without regard to any other savings and the increase of work that is made possible.

"Limbering up" an Engine.

An engine which has been standing idle for some time requires a "limbering up" before it is fit again, and just so the human engine must be "run-in" from time to time, in order that it may be kept limber, and that all its parts may retain their proper condition and relation to one another. And this the bicycle does for its grown-up users, just as it used to be said that the terrible red-hued velocipede did for their childhood days—develops them. Only, where the tendency of that was to make them grow up, the tendency of this is to make them grow down. For old age is as ultra-mature as youth is immature, and the natural tendency of right living is toward the true normal of perfect action throughout the system.

RIGHT AND LEFT THREADS

How they Came About and Just how they Serve their Purposes.

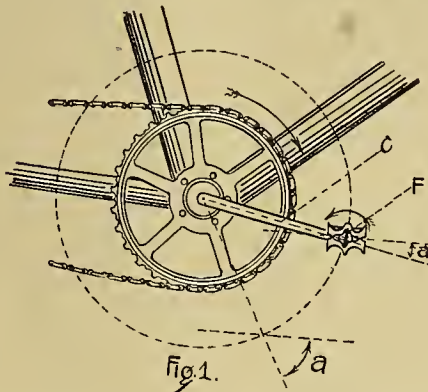
Despite its many well known traits, and the degree of familiarity which the average rider exhibits in regard to its various parts, there are many points about the construction of the bicycle which are but little understood, and numerous "whys" which at the outset seem to be unanswerable. Thus, for instance, the wire wheel which has come to be so absolutely identified with cycle construction in all its phases, is sufficiently familiar to need no identification, yet probably not one rider in a hundred could explain logically just why it is that the suspension principle is the most advantageous in this application, nor indeed, why the nipples are placed on the outside of the rim instead of within, where, to all intents and purposes, the weight of the machine should be carried. In the same way, although it is commonly known that a certain rule is applied to the method of screwing the pedals into the cranks, many riders have no idea what that rule may be, simply relying on the method of trial and error when it becomes necessary to extract one from the mount, and of the few who know at the outset that the pedal shanks are uniformly turned toward the front when being inserted, few indeed can demonstrate satisfactorily the reason.

At first thought, it seems comparatively simple, since it is the rule applied to the tightening of the nuts on wagon axles, and is therefore tolerably familiar to the average person of mature years and some experience with horse drawn vehicles. When the action which is involved is considered a little more intimately, however, it appears that the custom followed must be just opposite what it should be, or, in other words, that the screws should be turned toward the rear in each case. As has been said, however, common practice decrees that a right hand thread be used upon the right side of the machine, and a left upon the other, and the investigator, rightfully assuming that the prevalence of the custom must indicate that there is a good and sufficient reason, sits himself down to think it out.

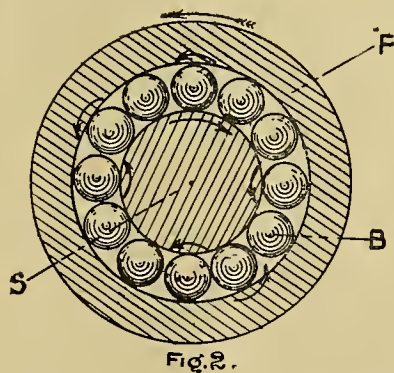
In the first place, it is evident that as in the case of the wagon wheel, the intention of the designer in using opposite threads upon the two sides of the mount, must have some bearing upon the possible tendency of the parts to work loose in service, the design being calculated to make them draw together instead of working apart, and this furnishes the first clew to the mystery. That there should be a difference in the respective tendencies on the two sides, also is apparent from the fact that the pedals are to be inserted from opposite sides, while both cranks rotate in the same direction.

Bearing this in mind, then, the relative action of the pedals upon the crank spindles,

in which, evidently the secret of the thing must lie, may be studied. Considering, then, Fig. 1, in which the crank arm *c* and the pedal *p* are roughly shown, and remembering that the pedal is always maintained in what is practically a horizontal position, note the value of the angle *a*, between the line of the crank and the top of the pedal in the position shown, and then at a point



further over in the regular stroke of the foot. Here, the angle *a'* is greater than before, simply because the pedal has not turned, while the crank has altered its position. Considering a further rotation of the crank, it will be seen in the same way, that the angle continues to increase, and that the relative movement between the two is precisely the same as though the crank



were stationary and the pedal were rotated in a direction opposite to that taken by the hands of a clock. This establishes point number two, in the analysis, namely, that the pedal turns left handed over its shank on the right side of the machine. By a similar process, it also is developed that the left hand pedal turns right-handedly on its shank.

This being the case, and remembering that the desirable thing is to arrange the threads so that they will tend to be drawn up by the forward action of the machine, it would appear that the natural friction between the bearing and the journal would tend to turn the shank with the pedal, and that on the right hand side a left-hand thread should be employed, and opposite to it, a right hand thread. That is to say, that both shanks should be turned toward the rear in assembling. This conclusion, which seems to be perfectly rational, appears to discount all the tenets of common practice,

and if the investigator goes no further, he may rest assured that he is right, and that common practice is quite wrong, as would undoubtedly be the case were plain bearings used. On performing a mental dissection of the pedal, however, a secondary consideration comes to light which sets things right once more. And it is just here that the average rider's difficulty comes in—namely, in thoroughly comprehending the action of the ball bearing.

In Fig. 2, which may be supposed to represent a section through one of the bearings in an ordinary pedal, the pedal cup is indicated by the annular ring *p*, the balls by the circles *b*, and the cone mounted on the pedal shank, or made with it, as the case may be, by the solid section *s*. In accordance with the reasoning just indicated, the pedal is shown by the arrow as turning in a counter-clockwise direction about the shank. If the shank is supposed to be stationary, it will at once be apparent that the relative motion between the two must cause the balls to rotate within the race in the direction indicated by the little arrows, a direction which also is counter-clockwise. But, by the same token, while their outer surfaces are being pulled along in the left hand direction by the pedal race, their inner surfaces are turning backward, or righthandedly, and whatever force is absorbed by them in the form of rolling friction on the outer side, must also be duplicated on their inner points of contact, and must constitute a backward thrust, or kick, in the right hand direction.

It is this reactionary thrust of the ball bearing, opposite to the direction of the pull upon the bearing parts, and opposite to the frictional pull in a plain bearing, which accounts for the method of fastening the pedals into the cranks. However difficult it may appear to recognize its intensity, when the well-nigh frictionless nature of the ball bearing is considered, a very simple experiment will suffice to demonstrate its importance, and, in fact, its existence, which seems so doubtful at first. For if the two hands be pressed together, palm to palm, and one, say the right, be moved away from the body, the friction between them will tend to draw the other along with it, the one only slipping over the other when considerable force is exerted. If now, a lead pencil be placed between them crosswise, and the same action be repeated, it at once becomes apparent that the tendency is to draw the left hand backward just in proportion to the forward movement of the right, and without any evident resistance.

This very elementary demonstration at once indicates the principle of the ball bearing, and the nature of the resistances which it develops, and explains the convention which applies a right hand thread to the right side, and a left hand thread to the left side of the bicycle pedal. Also, the same train of reasoning will serve to explain the reason for using the various "rights" and "lefts" which are to be found in other parts of the bicycle.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A **National Rider is Proud of his Mount**," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

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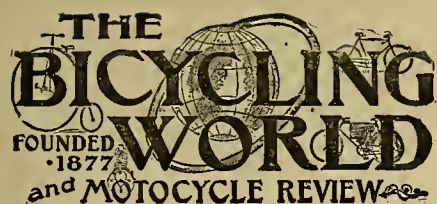
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 26, 1906.

"Enclosed please find amount of my renewal. I have been a constant reader of the *Bicycling World* for three years and now would not be without it for any price. I am always looking for the arrival of the next number."—W. H. Gerlach, New Braunfels, Texas.

What of Alcohol Fuel?

With denatured alcohol almost within reach, manufacturers of motorcycles should be moved sufficiently to permit their attention to dwell on the possible or probable influence of that fuel on their productions and their adaptability to its use. We have been given to understand that at least one of their number already has done that very thing and with such success that he has let it be known that he is "ready for alcohol whenever it comes."

From the knowledge available, it would appear that alcohol holds peculiar advantages for motorcyclists. However it may be in other parts, it is certain that no riders in any part of the world will more heartily hail the appearance of the fuel than those in New York City. None who has not had experience with the bumptious New York garage keeper who scorns to sell a miser-

able gallon of gasoline or who exacts double price for it in order to discourage future calls, can even begin to appreciate how really hearty will be the extent of this New York welcome.

If, in addition, denatured alcohol means that the modest bicycle dealer or the motorcyclist himself, can keep it for sale or for personal use without risking his freedom or his insurance policy, or that the resident in the apartment house can store a motor bicycle therein without fear of landlords or other consequences, it will prove a boon, indeed.

Aside from these considerations, if the use of alcohol fuel will halve or otherwise reduce the cost of operating motorcycles, that alone should be sufficient to commend it to the attention of motorcycle manufacturers. Wonderfully economical as they are, every reduction will serve to add to the wonder of motorcycles and bring them at least a step nearer the vehicle the economy of which never can be equalled by any other means of locomotion—the bicycle itself.

Importance of Adjustments.

Comparatively few riders, except those whose years of experience have fitted them to speak a word of authority, realize of what great importance it is to have the relative adjustments of all parts of the mount fitted to their exact physical requirements. How much of undue unweariness, how much of soreness in tender spots, and how much of general disgust with the whole world might be saved by giving proper attention to this matter at the outset of the riding season, they alone can tell.

Indeed, it is most remarkable what a great deal of difference in the comfort of riding the slightest alteration of saddle or bar position will accomplish, and as these are matters which cannot be set down by rule or formula, it is left to the rider himself to see that they are put right. In the first place, he must choose for himself a riding position which is suited not simply to his bodily needs insofar as comfort of the muscles when relaxed is concerned, but also with due regard to the kind of riding in which he proposes to indulge. Simply to be able to reach the bars conveniently when sitting up or when stooping over, is not enough. The fore and aft position of the saddle, governing, as it does, the angle to which the legs must be bent, and the height of the saddle which has a still greater control over the leg action, must be studied with care. The pitch of the saddle, too,

which regulates the freedom of the legs and as well, the degree of pressure which has to be borne by the hands, is a matter of great moment, especially where long rides are to be taken, and measures the rider's fitness for more work at the end of the run. Hardly less important than this, the pitch of the bars, where they are adjustable, controls the action of the muscles of the fore arm, and plays a great part in regulating the ease of steering, and reducing unnecessary fatigue.

To indicate any absolute method of securing the proper adjustment of the machine to the rider, would almost of need involve treading on the toes of one or more of the many riding theories which are extant, each with its meed of logic behind it. It is sufficient to point out the necessity of care both in choice and method and detail in accomplishing it. It cannot be done the first time, nor the second, nor even the third, that it is attempted. Rather it is a matter requiring prolonged study on the part of the rider, both of himself and the mount. But, by that very token, it is a matter of importance, and one which should not be neglected. Each adjustment should be considered in relation to its effects upon each of the others, and by trial, the proper relation determined, step by step, until the maximum of distance can be ridden with the minimum of fatigue. Only this should be borne in mind, that there are as many fads in connection with the method of riding a bicycle as there are in connection with any other means of recreation, and their tendency is to an exaggeration of the ideal. Of this the rider should beware, letting his choice fall rather on what is most to his liking and benefit, than to that which has been recommended to him by another. And always, the criterion of correct position and adjustment should be that a prolonged ride should produce no special weariness in any one part; that aside from the leg muscles, which are most active, the entire body should be affected evenly.

"I am going to do all I can to foster the renewed interest and enthusiasm that has developed in this town. One of the best things that can be done to that end is to have a greater number of *Bicycling Worlds* read each week. You may therefore send to each dealer and each officer of the new club, who is not regularly receiving the paper, a year's subscription and forward bill to me."—Extract from a letter from a cyclist in no way connected with the trade.

FIXTURES

May 26—Richmond, Ind.—Richmond Bicycle Dealers' Association's second annual fourteen-mile handicap road race; open.

May 30—New York City.—New York Motorcycle Club's annual hill-climbing contest; open.

May 30—New York City.—Bicycle and motorcycle races at Celtic Park; open.

May 30—Denver, Colo.—Opening meet at Denver saucer.

May 30—Bloomington, Ill.—Y. M. C. A.'s annual eight-mile handicap road race and one-mile race for boys.

May 30—Buffalo, N. Y.—Twenty-mile handicap road race; open.

May 30.—Detroit, Mich.—Detroit Wheelmen's annual twenty-five-mile handicap road race on Belle Island; open.

May 30—Washington Park, N. J.—Bicycle race meet; open.

May 30—Chicago, Ill.—Chicago Motorcycle Club's race meet.

May 30—Spokane, Wash.—Spokane Amateur Athletic Club, track and road races.

May 30—Newark, N. J.—Eighteenth annual Irvington-Milburn twenty-five-mile handicap road race; open.

May 30—Salt Lake City, Utah.—Opening race meet Salt Palace saucer, and annual eighteen-mile road race.

May 30—Atlantic City, N. J.—Atlantic Wheelmen's twenty-five mile road race on Pleasantville-May's Landing course; open.

May 30—Grand Rapids, Mich.—Grand Rapids Bicycle Club's fifteen-mile handicap road race; open.

May 30—Chicago, Ill.—Century Road Club Association's annual twenty-five-mile handicap road race; open.

May 30—Newark, N. J.—Vailsburg board track meet.

June 3—Valley Stream, L. I.—Century Road Club Association's one and two-mile

June 3—Jamaica, L. I.—Tiger Wheelmen's 15-mile handicap road race; closed.

June 9—Washington Park, N. J.—Bicycle race meet; open.

June 10—Valley Stream, L. I.—Park Circle Club's Brooklyn handicap 20-mile road race; open.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's fifty-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.



"TO WADE OR NOT TO WADE."

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

More Life for the Quaker's Coney.

Famous old Washington Park-on-the-Delaware, Philadelphia's Coney Island, is coming to life again. Already two bicycle race meets have been carded for an early date and others are in prospect. The first will be held on Decoration Day, for which enteries are being received by John A. Roden, 2238 Fitzwater street, Philadelphia. On Saturday, June 9th, several races are scheduled in connection with a big athletic meet and already a number of prominent Philadelphia riders have entered. The entrance fee for this meet has been fixed at fifty cents for each event, which includes transportation from Philadelphia to the Park and return.

"Registration Day" at Vailsburg.

Notwithstanding the weather was warm last Sunday, bathrobes were very much in evidence at the Vailsburg board track. The reason was that it was registration day, and as efforts to escape the searching eye of Chairman Kelsey of the National Cycling Association's Board of Control proved useless, many of the riders left the track with one dollar less than they expected. A novel feature has been instituted in the licenses this year. They are international in privilege and a rider may compete on any American or foreign track affiliated with the National Cycling Association or the Union Cycliste Internationale upon presentation of the card.

"Mascot" near the Front.

The Bay View Wheelmen held a five-mile handicap road race at their outing at Linden, N. J., last Sunday, 20th inst., which was won by Eugene Lange, with a three-minute handicap. He covered the distance in 16 minutes. Allan Weunsch, the Bay View's mascot, finished second, and Charles James, one of the scratch men, came in third.

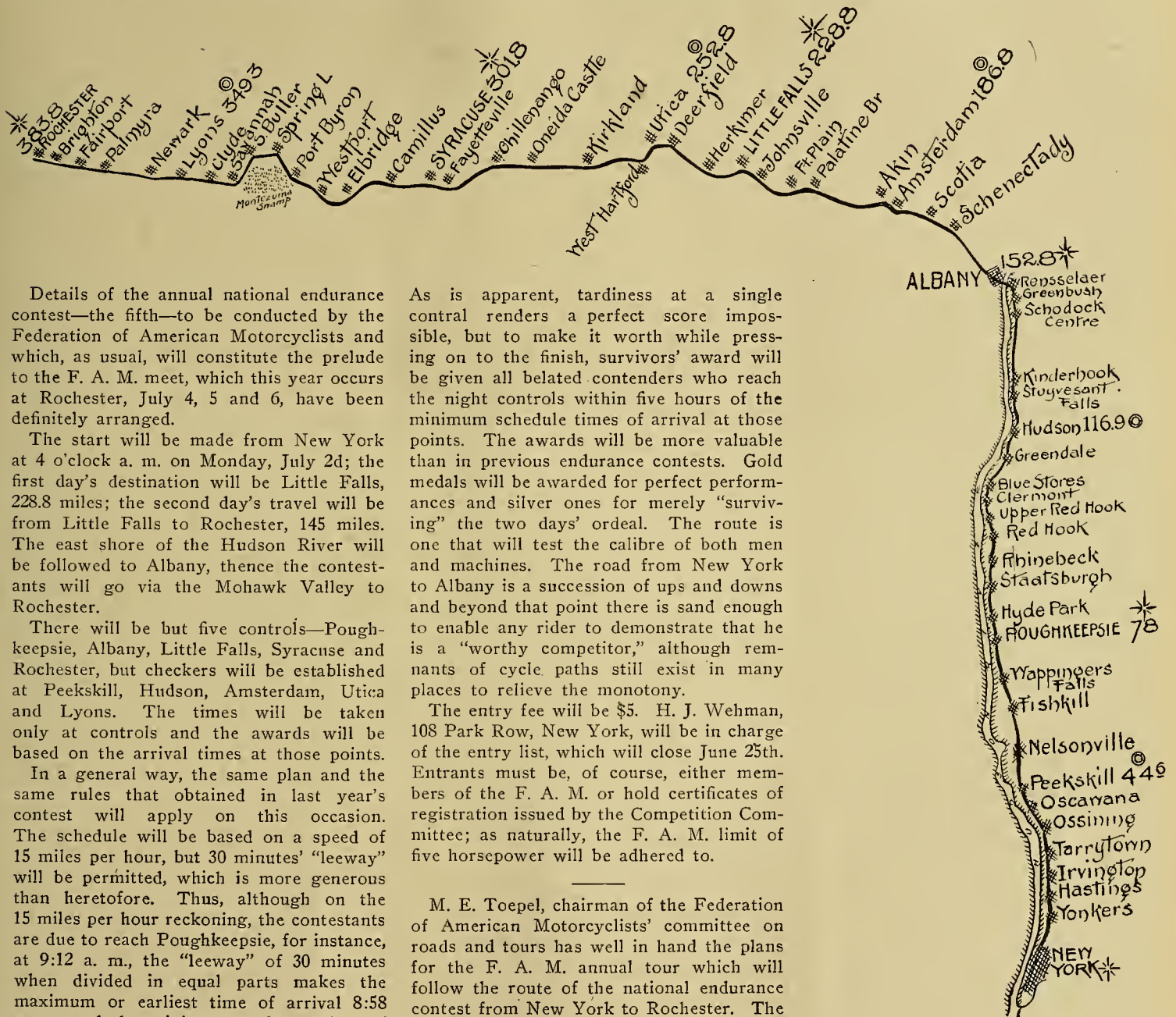
Names Necessary in Roumania.

It would appear that cycle stealing in far-off Roumania would be a hazardous thing to attempt, and it also is well nigh impossible for a cyclist to remain unidentified after having caused an accident. In Roumania cyclists are forced to have their names and addresses, not only on the frame of the machine, but also on the lens of the lamp, so that it may be read at night.

From Cycle Factory to Jail.

"Fred Van Vleet, a former employe of the Eclipse Bicycle Co. at Elmira Heights," says a Corning (N. Y.) paper, "has accepted a position at the Chemung County jail as turnkey."

Route and Details of the F. A. M. Endurance Contest.



Details of the annual national endurance contest—the fifth—to be conducted by the Federation of American Motorcyclists and which, as usual, will constitute the prelude to the F. A. M. meet, which this year occurs at Rochester, July 4, 5 and 6, have been definitely arranged.

The start will be made from New York at 4 o'clock a. m. on Monday, July 2d; the first day's destination will be Little Falls, 228.8 miles; the second day's travel will be from Little Falls to Rochester, 145 miles. The east shore of the Hudson River will be followed to Albany, thence the contestants will go via the Mohawk Valley to Rochester.

There will be but five controls—Poughkeepsie, Albany, Little Falls, Syracuse and Rochester, but checkers will be established at Peekskill, Hudson, Amsterdam, Utica and Lyons. The times will be taken only at controls and the awards will be based on the arrival times at those points.

In a general way, the same plan and the same rules that obtained in last year's contest will apply on this occasion. The schedule will be based on a speed of 15 miles per hour, but 30 minutes' "leeway" will be permitted, which is more generous than heretofore. Thus, although on the 15 miles per hour reckoning, the contestants are due to reach Poughkeepsie, for instance, at 9:12 a. m., the "leeway" of 30 minutes when divided in equal parts makes the maximum or earliest time of arrival 8:58 a. m., and the minimum or latest time of arrival, 9:28 a. m.

The schedule outlined is as follows:

Monday, July 2.

Leave New York, 4 a. m.

Arrive Poughkeepsie, 78 miles, 8.58-9.28 a. m.

" Albany, 152.8 " 1.56-2.26 p. m.

" Little Falls, 228.8 " 7.01-7.38 "

Tuesday, July 3.

Leave Little Falls, 6 a. m.

Arrive Syracuse, 301.8 miles, 10.37-11.07 a. m.

" Rochester, 383.8 " 4.15-4.45 p. m.

To obtain the awards for perfect performance, competitors must reach each control within the allotted thirty minutes. Owing to the liberal limits, no allowance will be made for variations of watches.

As is apparent, tardiness at a single control renders a perfect score impossible, but to make it worth while pressing on to the finish, survivors' award will be given all belated contenders who reach the night controls within five hours of the minimum schedule times of arrival at those points. The awards will be more valuable than in previous endurance contests. Gold medals will be awarded for perfect performances and silver ones for merely "surviving" the two days' ordeal. The route is one that will test the calibre of both men and machines. The road from New York to Albany is a succession of ups and downs and beyond that point there is sand enough to enable any rider to demonstrate that he is a "worthy competitor," although remnants of cycle paths still exist in many places to relieve the monotony.

The entry fee will be \$5. H. J. Wehman, 108 Park Row, New York, will be in charge of the entry list, which will close June 25th. Entrants must be, of course, either members of the F. A. M. or hold certificates of registration issued by the Competition Committee; as naturally, the F. A. M. limit of five horsepower will be adhered to.

M. E. Toepel, chairman of the Federation of American Motorcyclists' committee on roads and tours has well in hand the plans for the F. A. M. annual tour which will follow the route of the national endurance contest from New York to Rochester. The tourists will leave New York on Saturday afternoon, June 30, and will be due to arrive in Rochester, Tuesday evening, July 3d. E. H. Corson, the New England member of Mr. Toepel's committee, is organizing and will be in charge of a Boston party which will join with the New York contingent at Albany. A booking fee of \$1 will be imposed, the proceeds of which will be expended for a bronze memento of the tour which will be of a novel but unusually appropriate design.

A motorcycle can be employed to good advantage in warding off the attack of a vicious dog, according to the thrilling tale that has wafted down from Stamford, Conn. Miss Margaret Clear was walking

serenely down Main street, wondering whether she would put roses or poppies in in her new hat, when suddenly a vicious bull dog which has a record of five such attacks within a week, leaped at her throat three or four times, only to be beaten down. Then he bit her and had torn her clothes almost into shreds when the motorcyclist rode up. The brutish canine turned and leaped at the arrival, but he dodged behind the motorcycle, at the same time telling Miss Clear to run. The young man opened the muffler of the machine, according to the raconteur, and the rapid discharges of the exhaust frightened the dog and it fled. The hero's name was not divulged, but the trick is far from being a new one.

SCRATCH MEN WERE CHIVALROUS

Waited for their Fallen Rivals and so Lost Prizes—Long Markers Win.

Riding with a handicap of seven and one-half minutes, George Bray, of the Long Island division of the Century Road Club Association, surprised even his clubmates last Sunday, 20th inst., by winning the annual fifteen-mile handicap road race of that organization, at Valley Stream, L. I. Bray's time for the course was 39 minutes 55½ seconds.

The race was a success in every respect. About seventy-five riders started from West's at Valley Stream. The course was over the long famous Merrick road, seven miles out and eight back, the start being made a mile below the usual place. One of the surprises of the race was sprung by A. Demarest, of the National Athletic Club. The Brooklynite started with the five-minute bunch but soon left his co-markers and began to cut out a fast pace alone. He almost made a double killing for he finished second and won the first time prize, covering the distance in 37:25½. Louis Sandles, of New York City, from 5 minutes, finished third, and Otto Brandes, Edgecombe Wheelmen, on the same mark, finished one-fifth of a second behind. Samuel Morrison, another Edgecomber, with a handicap of seven minutes, crossed the tape fifth.

The scratch men were totally out of the race through their generosity. In making the turn, Urban McDonald and Vanden Dries fell and instead of leaving them behind, the other scratch men very generously waited for them to remount, thereby losing thirty-five seconds of valuable time. Their Samaritan-like kindness caused them to lose three of the time prizes. Louis Sandles, of New York, captured the second time prize and Otto Brandes, Edgecombe, came in for third.

Quite a lot of interest centres around the man who won fourth time prize. Charles A. Sherwood, the crack member of last year's New York Athletic Club's team, who was turned professional by the National Cycling Association, is the man. Whether Sherwood has been "washed" or not is unknown, but if he has not—well, a few of the amateurs who rode against him in last Sunday's race may be seen with long faces, and worried expressions. The only other scratch man to figure in the time prizes was Joe M. Eifler, the promoting organization's crack road rider. Eifler's determination stood him in good stead. Two miles from the tape his rear tire picked up a ten-penny nail which rammed through tire, rim and all. Notwithstanding this handicap, Eifler rode the distance on the rim and at the tape was only beaten by Sherwood by one-fifth of a second. The summary:

Name.	Club.	H'c'p.	Time.
1. Geo. Bray, C. R. C. A.....		7:30	39:55½
2. A. Demarest, National A. C....		5:00	37:25½
3. S. Sandles, New York.....		5:00	37:36
4. O. Brandes, Edgecombe W....		5:00	37:36½

5. S. Morrison, Edgecombe W....	7:00	39:36½
6. J. B. Hawkins, C. R. C. A.....	8:00	40:36½
7. M. Walters, C. R. C. A.....	10:00	42:52
8. W. Cerney, New York.....	7:00	39:55½
9. P. Housley, Brower W.....	8:00	40:57½
10. Chris. Kind, Edgecombe W....	6:00	38:57½
11. G. Glunz, C. R. C. A.....	8:00	40:58½
12. F. Haney, Brooklyn.....	7:00	40:42
13. W. Beard, Brooklyn.....	5:00	38:42½
14. G. Granson, Monitor C. C.....	6:00	39:42½
15. S. Rein, Roy Wheelmen.....	7:00	40:44½

TIME PRIZE WINNERS:

1. A. Demarest, National A. C....	5:00	37:25½
2. L. Sandles, New York.....	5:00	37:36
3. O. Brandes, Edgecombe W....	5:00	37:36½
4. C. A. Sherwood, N. Y. A. C....	sc'h	37:49½
5. J. M. Eifler, C. R. C. A.....	sc'h	37:49½

Motor Pacing Claims Another Victim.

Gustave Freudenburg, a German sprinter, is the latest victim of the pacing motor. He met his fate at Magdeburg, last month, being one of a group of riders knocked over by a heavy pacing machine that had been admitted to the track too soon. All the other men escaped with a few bruises, but the luckless Berliner had his right thigh badly gored by the handle bars, which severed the main artery. He died soon after being conveyed to the hospital.

Two More Cross-Continent Motorcyclists.

Frank L. Hill, a law student in Stanford University, accompanied by his cousin, will leave San Francisco on June 1st for a motorcycle tour across the continent. Time will be no object. The young men, who will ride Indians, are bent solely on obtaining recreation and experiences and will travel leisurely. They will carry cameras and the Bicycling World has arranged to reproduce their snapshots and to present a story of their progress.

"Cruel War" Soon will be Over.

There are signs that the Century Road Club of America and the Century Road Club Association are gradually getting together. Presidents Armstrong, of the one, and Adey, of the other, have had several conferences on the subject and as most of the influential members of both organizations have seen that a "united house" will serve all and everything to better purpose the long projected amalgamation scarcely can be long deferred.

Robl's Windshields Prove Expensive.

For refusing to pay the fine of \$125 assessed by the Verband Deutscher Radrennbahnen, for using windshields in violation of the rules, Thaddeus Robl has been suspended until June 18th. The German will lose by his pugnacity, for he had been booked for several income-netting match races this month and next.

Chicago Emulates the Early Bird.

Chicago, which was the unsuccessful bidder for this year's F. A. M. meet, is in no wise cast down. The Chicago Motorcycle Club already has served notice on Secretary Wehman that it desires the meet of 1907, the formal application for which will be filed later.

STOCK MACHINE IS DEFINED

New York Motorcyclists Apply Themselves to the Task—Picric Acid Prohibited.

In order that no contention may arise on the occasion of its open hill climbing contest on the Fort George grade on May 30th, the road committee of the New York Motorcycle Club has applied itself to the task of specifically defining the constitutes of a stock, or "regular catalogued" machine, as it is termed in the club's printed matter.

That term has given rise to no little friction in the past, but the New York definition seems to cover all points so thoroughly as to leave no loophole for dispute. It takes cognizance of and allows substitution of those parts of the equipment that are most likely to require replacing and are such as the average man with an old machine is likely to have had replaced, the definition in full being as follows:

"For the purposes of this contest, 'regularly catalogued' motor bicycles shall be construed to be those which have been illustrated or described (or both) in a printed catalogue; and which in respect to frame, motor, transmission, means of operation, tanks and equipment shall conform thereto, save only that tires, coils, batteries, saddles and belts or chains may have been substituted for the similar articles catalogued; but the tires and saddles shall be such as are practical for touring purposes or for general use. Mufflers shall be the same as are supplied on the catalogued models and must be used in their entirety and without alteration of any kind; 'cut-outs,' if any, must be kept fully closed."

This definition applies, of course, solely to the event for touring machines, in which the use of picric acid, energine or other than commercial gasoline also has been prohibited.

The man with a special machine, or special features, or who has "improved" his machine so that its maker would be unable to recognize it, will have full scope in the free-for-all event, in which the only restrictions are the F. A. M. limit of five horsepower and a minimum weight limit of 135 pounds for the contestants' themselves.

The events which have filled well will be run early in the forenoon of the 30th.

Kramer and Moran Lay a Wager.

When Frank Kramer returns to this country his friends who will be waiting at the pier to welcome him home, will more than likely not recognize him. The American believes in the saying, "When in Rome do as the Romans do," and he has Frenchified this idea by raising a luxuriant crop of spring whiskers. Kramer's reason for so doing is to win a wager of \$20, that amount having been bet with "Piggy" Moran, the one having the most "un-Frenchy" mustache at the end of the end of the month to pay the winner.

HANDICAP DAY AT VAILSBURG

It Proved an Afternoon of Thrills—Honors were Well Distributed.

Last Sunday, 20th inst., at the Vailsburg board track was officially designated by the Bay View Wheelmen as "Handicap Day," and, if every purely handicap race meet will prove as productive of thrills as the one which delighted 4,000 spectators, the largest crowd of the season, the promoting organization should hold another such meet ere the season closes. There were numerous surprises in store for both the riders and the spectators, for some of the riders have been riding fitfully since the season opened in anticipation of "Handicap Day," and they were on pins and needles until they could snatch hurried glances at programs to see how Handicapper Kelsey had favored them; the spectators were surprised at the use the riders made of their handicaps.

The weather was ideal for spirited racing and the riders seemed to wake up to the fact, every heat bringing forth a sizzling sprint for the tape. There were falls innumerable and one or two fights, but no blood was shed. The riders who fell did so purely from a philanthropic cause. They are endeavoring to do what the management of the rickety old board track should have done before the season started, that is, mow down the spring crop of splinters that has magnified by a winter in the open.

W. S. Fenn, the Bristol potato-bug killer, redeemed himself in the two mile professional. Krebs was rewarded for his brilliant victories of two Sundays ago by being placed on scratch with Fenn. Arthur Mitchell, of New Orleans, led the first two laps following which George Glasson headed the procession at the end of the first mile. Then Teddy Billington took up the running for two laps when the field began to close up. At the bell lap the "Boy Wonder" Ashurst began to unwind, with John Bedell, Edward Rupprecht and Fenn next in order. On the back stretch of the last lap Fenn made his effort and started to circle the field, with Charles Schlee hugging his rear wheel. On the turn into the straight Fenn still led, but Schlee was coming on fast and it looked for a time as though the Newarker would land a victor, but Fenn had the speed and finished half a wheel ahead, Schlee beating out "Herr" Krebs by nearly a length. Menus Bedell who, by the way, is getting thin—he weighs only 193 pounds now—finished fourth and Edward Rupprecht was fifth.

The other professional event at one-quarter of a mile furnished one or two surprises. There were five starters in each heat. In the first Fenn overhauled the limit man, Mitchell, at the eighth pole. Then Ashurst went out and led Fenn over the tape by half a wheel. Charley Schlee

also qualified. The second heat resulted in a blanket finish Rupprecht beating Billington by inches, while Krebs got through on the pole for third place. John Bedell tried desperately hard to shove him into the grass, but the indomitable "Flying Dutchman" was not to be intimidated. In the final heat Billington got in his lightning jump and start and led most of the way. At the eight pole Rupprecht and Ashurst had worked up even with the Vailsburg lad with Fenn and Krebs in the rear. Billington's sprint was good and he landed his first professional first. Ashurst got second, Rupprecht third, and Fenn fourth.

The prettiest race of the afternoon and the one that caused a buzz of admiration to hum through the grandstand and bleachers was the ten-mile amateur. Forty-nine riders were on the ir marks, when "bang," sounded a loud report, and forty-eight riders dug into their pedals. The remaining one was Watson J. Kluczek, of the Roy Wheelmen, on scratch. Kluczek's tire had exploded with sufficient report to cause the riders and spectators to think that the starter had fired his pistol. He did, but the riders beat the sound of his gun. On the restart Kluczek did not start as he could not get another wheel. On account of a twenty-dollar prize being on the program for the leader of the most laps there was a continual shifting of positions, several of the amateurs "pulling their own corks" in the effort. Halligan, the husky member of the Bay View Wheelmen kept the bunch guessing more than once. About the sixth mile he attempted to steal a lap on the field but was soon pulled down after a pretty sprint by Charles Jacobs. In the last mile Charles J. Jacobs and James Zanes framed up a combination. It might have worked but for the fact that Jacobs tired and Zanes started to sprint too soon. At the bell Jacobs set a terrific pace followed by Zanes and about thirty others. At the beginning of the last turn Zanes shook his pace and started to unwind. Martin Kessler, the sturdy young plugger of the Edgecombe Wheelmen, showed his track generalship by letting the National A. C. man do the work until within ten yards of the tape and at the supreme moment executing a spasmodic jump and landing over the tape half a wheel in advance.

Watson J. Kluczek led at the bell in the three-quarter mile amateur, only to be passed on the back stretch by Adam Beyerman and James Zanes. The latter apparently did not try to win, and Beyerman lunged across the tape an easy winner.

The half-mile novice was pie for the scratch men, one of them, Paul Bourget, of the Edgecombe Wheelmen, winning the event and in the heats three of the scratch men won their preliminaries. Bourget, the winner, rode in clever fashion and was liberally applauded for his efforts.

An interested spectator at the meet was Matt E. Downey, the sturdy little Bostonian who won the amateur championship last year and turned professional to ride

in the six-day race, where he distinguished himself by making one of the pluckiest rides of the long grind. Downey is a real chauffeur now and said he would not ride in the sprint races this year as he is going to Europe about July 4, to remain on the continent six weeks. Upon his return he will begin training for December's grind. Following are the summaries:

Half-mile handicap, novice—Qualifants: Paul E. Bourget (scratch), L. R. Reynolds (35 yards), George W. Beck (25 yards), John Wilkins (scratch), Charles Heilbronn (45 yards), John Haynes (25 yards), Daniel Stein (45 yards), F. W. Jones (35 yards), H. Koller (10 yards), George Hunter (scratch), J. Henry Lefenetre (10 yards), and W. H. Cooper (45 yards). Final heat won by Paul E. Bourget, Edgecombe Wheelmen; L. R. Reynolds, New York, second; H. Koller, Newark, third. Time, 1:05¾.

Three-quarter mile handicap, amateur—Qualifants: James Zanes (scratch), Frank Lane (30 yards), O. J. Devine (20 yards), J. T. Halligan (20 yards), Martin Kessler (10 yards), L. J. Weintz (scratch), Marcel Dupuis (20 yards), John J. Forsythe (35 yards), Al. Judge (40 yards), Paul E. Bourget (60 yards), Edward Simonet (70 yards), Harry Davenport (20 yards), Charles J. Jacobs (10 yards), Watson J. Kluczek (scratch), H. Scott (55 yards), Michael Ferrari (10 yards), Adam Beyerman (20 yards), and Victor J. Lind (50 yards). Final heat won by Adam Beyerman, New York; second, James Zanes, National Athletic Club; third, Watson J. Kluczek, Roy Wheelmen; fourth, John J. Forsythe, Edgecombe Wheelmen. Time, 1:37¾.

Quarter-mile handicap, professional—Qualifants: Alfred Ashurst (10 yards), W. F. Fenn (scratch), Charles Schlee (30 yards), Edward Rupprecht (20 yards), Teddy Billington (25 yards), and Floyd Krebs (scratch). Final heat won by Teddy Billington, Vailsburg; second, Alfred Ashurst, Newark; third, Edward Rupprecht, Newark; fourth, W. S. Fenn, Bristol, Conn. Time, 0:29¾.

Ten-mile handicap, amateur—Won by Martin Kessler, Edgecombe Wheelmen (35 yards); second, James Zanes, National Athletic Club (scratch); third, O. J. Devine, National Athletic Club (60 yards); fourth, George Cameron, New York Athletic Club (scratch); fifth, Louis J. Weintz, New York Athletic Club (scratch). Time, five miles, 11:40; ten miles, 24:12½. Lap prize winner, J. T. Halligan, Bay View Wheelmen (30 yards), 9 laps.

Two-mile handicap, professional—Won by W. S. Fenn, Bristol, Conn. (scratch); second, Charles Schlee, Newark (140 yards); third, Floyd Krebs, Newark (scratch); fourth, Menus Bedell, Newark (90 yards); fifth, Edward Rupprecht, Newark (120 yards). Time, one mile, 2:01¾; two miles, 4:22¾. Lap prize winners—Arthur Mitchell, New Orleans (2); George Glasson, Newark (2); Teddy Billington, Vailsburg (2); Alfred Ashurst, Newark (1).

SPARK THAT FAILS INSIDE

One of the Occasional Motorcycle Troubles that Usually Mystifies the Novice.

Despite their apparent simplicity, some of the most trying difficulties which may be experienced by the gasoline engineer are the very hardest to locate, from that fact in itself. And no matter how frequently they are referred to and discussed at length

Everything seems to be all right, what can be the matter? Probably nothing more or less than this, that although the plug, which he has been testing on top of the cylinder, as in duty bound, and which under those circumstances has given a cheerful and copulent spark, it is breaking down when within the cylinder it is subjected to the added resistance imposed by the compression.

For, as is well known in theory, the re-

one for the old. If this fails to net the desired result, the condition of the batteries should be investigated, the chances being very strong that they are partially run down, and the mere fact of their not having been in use for any great length of time being no definite criterion of their potentiality. Failing to locate the trouble there, the contact maker should be examined and cleaned free from oil and dirt, and last in order, the coil and the wiring should come

WHY MOTORCYCLES ARE POPULAR IN SAN FRANCISCO.



IT IS A CITY OF "MAGNIFICENT GRADES." THIS IS ONE OF THEM ON FILLMORE STREET.

by the "expert" faction on the street or at the club, they still continue to crop out on the road and in odd corners of the world where the unfortunate learner is all by "his lonesome," and there give him a deal of trouble.

One of the most prevalent of these simple mysteries, which is prone to attack the otherwise obedient ignition system at unseasoned intervals, takes root in that innocent little contrivance, the spark plug. It may be that after a fairly well extended run, the thing suddenly begins to miss, without apparent cause, or it may be that after a short stop, and still for no apparent reason, the thing refuses to start. A careful and equally complete investigation of the ignition system from battery to plug, fails to reveal the source of the difficulty, and the afflicted user sits down by the wayside in abject despair to think it over.

distance which the gap between the sparking points offers to the passage of the electric arc, varies with the tension of the atmosphere in which it is immersed. If then, the insulation is in any way at fault, or the wiring is punctured or cracked in its covering at any point, or, again, if the batteries are weak, the weakness may not be sufficient to develop when the plug is tried out in the cool fresh outside air. But when placed within the cylinder, and subjected to compression, the flow may be of just the right resistance to sidetrack a portion of the current, and relieve the plug of the necessity of throwing a spark at all, or if any, of shooting out a weak little flame which develops only enough heat to produce a sickly spit through the exhaust.

Such difficulties are hard to locate on the road, but if in the plug itself, may be eradicated by the simple substitution of a new

in for a thorough examination. But usually, the trouble will be found long before the round is completed, if only the examination be sufficiently minute and detailed.

Nothing is more amusing than the ingenuity of the novice in devising means of remedying difficulties, be they real or imaginary. The latest instance in point to come to hand, is that of a beginner who had a "hunch" that there was a superfluity of compression in his cylinder. This, he proposed to correct by cutting a series of fine notches in the surface of the exhaust valve seat, to allow some of the extra "compression" to escape. Fortunately, he was wise enough to confide in a friend who was still wiser than he, and prevented him from applying this somewhat heroic albeit effective method of cure, which would have relieved him of all compression.

COL. POPE, HONORARY REFEREE

Irvington-Millburn Promoters do him Honor
—All Details well Arranged.

From present indications, the historic Irvington-Millburn race for 1906 bids fair to have more contestants, more prizes and more general interest than the time-honored derby has had since the days of reminiscence. It is estimated that when the starter fires the pistol at 10:30 o'clock Wednesday morning next, nearly two hundred riders will be waiting for the signal. The prize list this year is exceptionally attractive and the long string of place prizes is headed by a Yale-California motor bicycle, valued at \$175, and a grand piano will be awarded to the rider making the best time.

At their last meeting, the Bay View Wheelmen who, of course have the classic event in charge, named the officers. William R. Pitman, who won the first open bicycle road race ever held in this country will, as he has done for many years, referee the race, and Colonel Albert A. Pope has been named as honorary referee. Edward Bedford will act as chief judge, and he has appointed as his associates, Frank C. Cornish, Louis J. Wuerth, Herbert Austin and Henry W. Maull, of the Bay View Wheelmen; Frank L. Valiant, Roy Wheelmen; Victor Lind, Albert G. Armstrong, Century Road Club of America; Harry Brower, Brower Wheelmen; Daniel M. Adee, Century Road Club Association, and Carl Von Lengerke, who won the race some fifteen years ago.

Percy H. Johnston, of the Bay View Wheelmen, has been named as chief timer; the other timers will be Hugo Von Rodecke, Century Road Club; E. L. Blauvelt, Bay View Wheelmen; Harry A. Glieman, Tiger Wheelmen; Jack Coburn, Bay View Wheelmen; William Rink, Ernest Van Iderstine and Reinhard Osterman, Maplewood Sporting Club. Gabriel Abinieste, the familiar starter at the Vailsburg track, will act in a similar capacity for the Irvington-Millburn and members of the Roy, Roseville and Bay View Wheelmen will constitute the scorers. The Bay View Wheelmen will police the course and three surgeons will be on the course to give assistance should their services be required.

The race, as usual, starts from Hilton woods and the start will be made promptly at 10:30 a. m. Starting on time will be one of the pleasing characteristics of this year's race as the committee announces that it will not wait one minute for tardy entrants. This is being done to give the spectators and riders time to rest and get to the Vailsburg board track in time for the afternoon meet.

Roy's Change Program and President.

As many of the club's riders are seeking fame on the track, the Roy Wheelmen, New York City, at their last meeting, decided to change the distances of the closed handi-

cap road races programed for the season. The new schedule is: June 10, fifteen miles; July 8, ten miles; August 12, fifteen miles, and September 9, ten miles. The club also proposes holding a twenty-five mile open race in the fall, September 30 being the date under consideration. At the meeting, F. L. Valiant was elected president to fill the unexpired term of George Schmoll, resigned, and George Gunzer was unanimously elected first lieutenant to succeed Henry Larcheveque, who resigned.

Kellogg First up Dead Horse.

Stanley Kellogg and Fred C. Hoyt, both riding Indians, scored, respectively, first and second in the motorcycle event which was included in the automobile hill climbing contest up Dead Horse Hill, Worcester, Mass., Thursday afternoon of this week. The road is about one mile long and averages a grade of fifteen per cent. Both Kellogg and Hoyt made their trials after the rain had fallen and the road had become slippery, which make their performances all the more creditable. Kellogg made the ascent in 1:15 and Hoyt in 1:17. A big six-cylinder automobile, which won in the class for which it was entered, only bettered the time made by the motorcycles five seconds.

Bay View's Belated Home Trainer Race.

Although the home trainer bicycle races are now a bit unseasonable, those held at the clubhouse of the Bay View Wheelmen, in connection with an entertainment to raise funds for the Irvington-Millburn race, proved interesting and exciting, nevertheless. J. T. Halligan, one of the club's fastest road and track riders, gave a ten-mile exhibition in fast time, 11:14. The eighth-mile was ridden in 51¾ seconds. Previous to this "Samson" Halligan defeated "Mike" Ferrari in a well fought race at five miles. The time was 6:46¾. Harry Gottschalk outrode Peter Peterson in the three-mile race. Time, 4:10. In the two-mile event William Carroll was returned a victor over E. Lange. Time, 3:53¾.

Closed Events and then the "Derby."

The Long Island division of the Century Road Club Association will hold two handicap road races on Sunday, June 3, at Valley Stream, L. I., open to members of the association only. The distances are one and two miles and several prizes will be awarded. The next open event of the Long Island division will be the "Long Island Cycle Derby," at twenty-five miles, which is on the tapis for July 4.

Buffalo Standards Select Officials.

The following officers were elected at the last meeting of the Standard Wheeling Club, of Buffalo, N. Y.: President, Ernest Landes; vice-president, John Dick; financial secretary, Joe Nuerohr; recording secretary, George Clark; treasurer, William Spriser; sergeant-at-arms, William Adams; captain, C. J. Smith.

KRAMER ROUSES FRENCHMEN

Trounces their Favorite in Such Stirring
Fashion that they Overflow.

Another "tour d'honneur" had to be executed by Frank Kramer at the annual meeting at Bordeaux, arranged in honor of the sixteenth annual Paris-Bordeaux race, before the passionate Frenchmen would be satisfied. Good weather brought out a record-breaking crowd to the Velodrome du Parc and the feature was a match race between Kramer and Emil Friol, the ex-champion of France. Kramer won both heats, but not without a struggle. In the first heat the tandem pace dropped the men at the bell with Kramer at the pole. At 200 metres from home Kramer jumped. Friol resisted superbly and as they flashed over the tape neck and neck many of the spectators thought it a dead heat. Kramer's wheel, however, was exactly two and three-eighths inches in front. That is the official measurement according to the judges.

Friol took the initiative in the next heat and at 400 metres led the American by two good lengths. Suddenly Kramer jumped and shot past his rival like a bullet. The former champion came back with a terrific sprint but could not pass the Yankee, the latter winning out by half a length. After that the air was surcharged with enthusiasm and admiration for the unparalleled American and he had to ride around the track several times until the Frenchmen could relieve themselves of their pent-up enthusiasm.

The only other event of importance was an international scratch race. Seigneur beat Ingold by a quarter of a wheel and Vanoni finished third. In another 10-kilometer race Seigneur again proved the victor, Deschamps finishing a close second, Ingold third, and Vanoni fourth.

Vanoni of Varied Nationality.

Although he is heterogeneously composed, Carlo Vanoni is proud of his native country, America. Vanoni's father is Italian and his mother French. He was born in New Orleans, La., and lived in New York City before going to France. The American-French-Italian quickly made himself a favorite by his plucky exhibition in last winter's six-day race and may probably be seen here again before the season closes. In France Vanoni always rides with American colors and his nationality always appears on the race programs as American.

Schwab Wins one More.

Oscar Schwab will surprise some of his Newark friends before long. At the opening of the track at Cholet, France, on Sunday, 6th inst., "Herr" Schwab won the international sprint race in brilliant style, beating Vanoni, the American-French-Italian, and Thuau. The distance or time is not given.

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

ON KEEPING A DIARY

Its Pleasures and its Perils and Some Thoughts which they Suggest.

"Have you, friend reader, in the course of your wheel wanderings ever encountered a flock of sheep barring your progress on the road? Doubtless you have, and no doubt also, you have been struck with the perfection to which this useful beast has brought the game of 'follow your leader,'" writes Jock. "It is particularly noticeable at the point where the shepherd and his canine assistant are between them endeavoring to divert the line of route into an adjacent field.

"The two-legged guardian, armed with a stick, the modern equivalent presumably of Bo-peep's little crook—prods the woolly hides, or wildly waves his arms, as he utters strange sounds in his endeavors to convey his meaning to the bleating crowd. His dog aids and abets these endeavors by ferocious-sounding barks, performing the while such prodigies of agility as though he desired to prove that a surrounding movement was quite a simple matter to any intelligent dog, though scouted as impossible by a mere man of the military persuasion. At first the only result of this exciting scene is to pack the meek-looking creatures into one solid impenetrable mass, with their noses all turned to one common center, till at last one in the outer ring, goaded to desperation, breaks away along the line of least resistance through the open gate. Behold! the leader has been found, and with one accord the whole flock presses on his heels, scampering helter-skelter off the road, till not a solitary specimen remains to bar the traveller's progress. Such is the sheep's way, and such, I am inclined to think, is very much the way of that superior, highly intelligent animal known as man. We are all very sheeplike when one, or a section of us, gives a lead; though, unlike our mut-ton providers, we are often content to follow where the leader is not actually before our eyes. Someone talks about it, or we read of it in the newspaper, and straight-away we go and discard our hats, or go barefooted, or indulge in winter bathing, or become vegetarians, or anti this and anti that, and a host of other fantastic things, solely because someone else is doing them.

"At the beginning of a year, for instance, we all talk diaries; either we are going to start one, or we laugh to scorn the people who are. As a rule I make up my mind beforehand to be superior to my fellows and do neither, but I generally tail in behind the crowd, sometimes behind both crowds, for sad to relate, there have been times when, while I have been strenuously struggling with diary-keeping I have not been above ridiculing others in print for doing the same. I feel that in this I have shown a lack of principle, I feel like that 'ill bird' of the nest-fouling proverb, and, by

way of making amends, I now propose to justify, not only the man who keeps a diary, but also the man who doesn't. Those who follow the lead of the scoffers generally break out very strongly in print at the beginning of a year, and, like all converted sinners, I have now nothing but anathema for the unconverted, who would throw obstacles in the way of the man who would record his doings in a truthful diary. The diarist in the good old days was evidently better off than his modern prototype—he had not a thousand and one newspapers and magazines to hold up his hobby to ridicule. If he had been subjected to such treatment would we have had the opportunity of enjoying our dear old Samuel Pepys? Surely not, for, as I read the con-



NEW YORK BRANCH 214-216 WEST 47TH ST.

ceited old fellow's record, I take him to have been too much influenced by public opinion to do anything savoring of absurdity.

In the ordinary sense I have never been a diarist. I have tried it, and have failed. The spirit was not unwilling, neither was the flesh weak, but that innate love of truth which encompasses me as a cloak, and which no doubt, reader, you have observed in my contributions to this page, soon proved an impassable barrier to the continuance of a written record of my life. There is always a fear, perhaps a wish, at the heart of the diarist that his record will some day meet another eye than his own, so he omits this, and glosses over that, and generously poses on paper not so much what he is as what he knows he ought to be. But there is one form of diary which I have religiously kept up for many years. It of late years comprises a bald statement of facts, around which hang no suspicions of virtue, no hint of evil. It is as uncompromising as a board of trade return, and no entry therein could brand me as unworthy, and not one could be said to

record anything to my credit. It is, in fact, a plain record of places visited, of miles ridden, of hotels and such places patronized when out on my cycle. 'What an uninteresting volume!' I fancy I hear someone say. Far from it, I reply, it is among the most interesting of my possessions. A half dozen lines scribbled many years back serve to unroll before my mind's eye quite a lengthy page of infinite interest. Let the sceptic try it for himself. No wordy description is needed, only the minimum number of words required to record where he goes, where he stayed, and who accompanied him, with, perhaps, a reminder of anything remarkable in the events of the day.

"I do not recommend that form of diary which provides a hard and fast space for every day in the year, as the vacant spaces start out from the pages as if reproaching the diarist with neglect, and if one selects a book with, say, three spaces to the page, the short entry such as 'So and so back, tea at 'Pig and Whistle,' fifty miles,' looks like a lone raft of words on an ocean of paper, and the recorder may, in consequence, be induced to add something to the bald narration of fact in order to fill up. Now, once the chronicler succumbs to a temptation of this kind he is lost, for he will sooner or later certainly add something that will offend his conscience, while the task of having to cover a certain amount of paper every time the diary is opened will haunt him like a nightmare, and cause the thing to be given up in disgust. I find a plain manuscript book such as can be bought for a shilling or two, the best for keeping a record of my cycle wanderings. On the right-hand side I ruled a vertical line for entering the mileage; at the top of each page appears the month and the year, and a separate line is given to quote the day of the week and of the month. By this means the entries follow each other in close order, whether they be short or long; there are no troublesome gaps in the record, no matter how long the interval of time between the entries, and, as a book of this kind will last for several years, I am saved the worry of shelving a number of small volumes as the years go by.

"I have referred to a column for mileage, as I have not yet quite lost my interest in ascertaining the distance ridden month by month and year by year, and I think the majority of men who go in for keeping a riding record will sympathize with me in this. With the aid of a cyclometer a mileage record need not be very untruthful, even that addendum 'with a detour' can be brought within reasonable distance of the realms of fact. In the days when cyclometers were more or less expensive luxuries, and not over reliable, at that, these 'detours' proved sad pitfalls for the diarist, and I am afraid were in too many cases responsible for those stupendous mileage records which we used to read—and disbelieve—in days of old. When the imaginative faculty is allowed to play in estimat-

ing mileage, one's character for rectitude is sadly endangered. Men who would hesitate at every other form of crime in the calendar could not be trusted to adhere to the paths of strict morality in a matter like this; so, reader, if you would keep a touring diary be warned in time, and unless you carry a cyclometer, and accept it as correct, refrain from a mileage column.

"But mileage is not the only danger—indeed, it will be seen that the path of the diarist is beset with dangers—for there occurs at times a serious temptation to become boastful, to glorify one's doings, even at the expense of truth. In an old book of my own, I grieve to say, I find evidence of a falling away in this respect. I find frequent entries recording the 'pipping' of certain fellows on certain occasions, of fabulously fast times between two given points, of riding terrific hills under the most adverse conditions. What causes me the most serious misgivings in this connection is that in every case it is recorded that there was a head wind, and generally 'strong,' or that the roads were almost unrideable, and so on. I would therefore recommend the diarist to eliminate facts of this nature. By so doing he will in years to come save his conscience a pang, and he will not be under the necessity of hiding his diary from the gaze of those he has 'pipped,' or who were present when he performed the great deeds prescribed. There is a further dan-

ger—what a dangerous road this diary-keeping is—in that one may become a slave to one's riding record.

"Last year's mileage must be beaten, or, at any rate, equalled, and the dominating object of one's riding immediately becomes—mile covering miles, miles, miles. They must be totalled up somehow, and if not scored by fair means—well, they must be scored at any rate. I have even heard of young brothers earning pennies in this connection by the arduous toil of front wheel spinning (care must be taken, by the way, to spin in the right direction) in order to keep the cyclometer up to the mark. Mileage fever is an insidious disease; it creeps on the healthiest cyclist unawares, and is almost, if not quite, incurable. In time it may wear itself out, or the victim may kill himself; but, once contracted, there is no cure except for someone to get hold of the diary and burn it or otherwise destroy it. It will be seen that diary keeping is not a thing to be scoffed at or ridiculed. To be, at one and the same time, a diarist and an upright, honest and truthful man, is to be something of a moral hero, and, as heroism in any form is not an easy thing, there is very good reason for a man leaving a riding diary severely alone.

"Therefore, reader, unless you feel that you can resist the temptations I have set forth in my sermon, be warned in time, and record not what you do, or what you think

you do on the innocent pages of an unoffending book. There is no absolute necessity for keeping a diary, but if you have sufficient strength of mind to keep your entries strictly within the limits I have laid down, you will find your diary will not reproach you in the years to come, and in the present will prove neither an irksome task nor a peril to your reputation."

Miss Hogan's Double Trouble.

British justice is a remarkable and intricate system, regulated by that incomprehensible condition, the legal mind, which there has reached a degree of evolution unknown in any other parts. In its relation to the tribulations of the cyclist, its manifestations are even more wonderful and involved than in any other branch of its jurisdiction, as is safe to say. For instance, Miss Agnes Hogan, of Fulhams, a blooming damsel of a score of years, had hired a bicycle and when riding it, had the misfortune to crash into a 'bus, through the loss of a nut from the front wheel. She was forced to spend seven weeks in the hospital, and underwent two operations, coming off in the end with a "badly bent" constitution. Nevertheless, when sued by the owner of the wheel for damages, she was compelled to pay a modest requirement of some \$16, and as she happened to be poor, this was arranged to be paid in monthly installments of \$2.50 "per."

" 'BEST' IS A SADLY ABUSED WORD,
but if ever there was an article to which it rightly was applied, that article is the



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We strive to so manufacture as to merit such sentiments.

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is a new horn made on the same principle as the Gabriel Horn for automobiles. The BABY is a two chime horn, producing a very clear tone of great carrying power. It attaches to the exhaust of the motorcycle and occupies a space of but 2 x 15 inches.



It is entirely out of the way, and as there are no bulbs or reeds to break, it is never out of order. No motorcycle is complete without the

BABY GABRIEL. Price, complete with valve and spring for attaching to exhaust pipe, \$10.00.

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HOW FRANCE BUILDS ROADS

And Pays out Nearly \$32,000,000 to Maintain them—Now Being Beautified.

Of all other nations, France has ably earned her enviable reputation for supremacy in the matter of highway structure and maintenance. For nowhere, are more uniform and better road way conditions to be found, nor a more perfect system of upkeep, than there. The system graduates all thoroughfares into six classifications, all of which are under the supervision of certain stated authorities, according to the nature of their location, and the amount of traffic which they are called upon to bear, and, by the same token, all are perpetuated according to set rules which are laid down by the government, and carried out in accordance with its mandates. Of the details of the method and the nature and development of the system in itself, Consul Brunot, of St. Etienne, writes in a recent report to Washington:

"France had wretched roads in former times, and this notwithstanding the good example left by the Roman occupation," he says. "Indeed, high road accidents were a favorite stock in trade of the old romancers. Now the roads are not only nearly perfect and good at all seasons, but are beautified by artistic stone bridges and frequently lined with fruit and shade trees. Spasmodic efforts were made to better the roads, mostly around Paris, under Louis XIV (1643-1715), but it was not until about 1775 that the serious work of building great roads of national extent was undertaken, and Napoleon I carried it forward vigorously as a part of his military schemes, uniting frontier points with the capital. Never has the work ceased, except during periods of war, and the more difficult sections, at first left to a more convenient season, are steadily being built, while new cut-offs and connecting links are continually being declared open for service. The roads are divided into six classes, as follows:

"1. National roads, built and maintained by the government, 21,300 miles.

"2. Departmental (State) roads, built and maintained by the political divisions traversed by them, 15,700 miles.

"3. Principal local roads, traversing two or more townships (communes), are maintained by them with government aid, 124,000 miles.

"4. Secondary local roads, the same as the preceding, except that they are of less importance, and are maintained by the townships under supervision of the government, 150,000 miles.

"5. Minor local roads, still less important than the foregoing and maintained by the townships under the supervision of government engineers.

"6. Rural roads, lanes of small importance, entirely maintained by the townships

without any intervention or supervision by the government.

"The rules for grades are—national roads, 3 per cent.; departmental roads, 4 per cent.; principal and secondary local roads, 5 per cent., which is the maximum allowed, except in extremely mountainous regions or on the most difficult sections of the less important roads, where there is too little traffic to warrant the expense of reducing the grade to within the rule. The method of construction formerly was to grade the bed level and lay a stone dressing for a depth of 17½ inches in the middle, diminishing to 14 inches at the sides, but experience proved that a better plan was to give the earth bed the same rounded form intended for the surface, and the thickness of the stone layer was reduced to 11½ inches. This is the method now generally followed, and about 8,700 miles of the most recent construction have been built on this plan, the others being macadam roads, built of material found on the spot, and some minor roads of gravel and earth.

"The materials used vary with the nature of the stone found in the different localities. A standard of the quality of materials has been established to serve for comparison and each kind of stone used is given a number, ranging from 0 to 20, which represents its particular value. Porphyries, being the best, are numbered from 10 to 20, while pudding stone, the worst, varies from 4 to 8. In the north central departments medium quality material (8 to 13) has been used, this being better economy than transporting a superior quality from a long distance.

"The steam roller is now in general use and permits of repairing the whole width of a road at one operation. The new work is always well watered in advance of rolling. Great care is given to the construction of drainage ditches and their relief by frequent traverse culverts. On grades, these gutters are separated into short levels by steps of stone forming a series of miniature waterfalls, by which plan the flood water makes its descent without erosion of the ditch or causing damage to the sides of the road.

"The cost to the government for maintenance of roads, bridges included, averages per mile: National roads, \$206; departmental, \$180; principal local, \$129; secondary local, \$57; amounting to an annual expenditure of \$31,615,668 for maintaining 311,000 miles, or about 65 cents per inhabitant."

Although few of his friends are aware of the fact, Charles Hatfield, once a prominent performer on the various tracks throughout the country, is on "the other side." He has been playing one of the lesser roles in a play at a Clapham theatre, in London. Whether it is Hatfield's "death defying" cycle whirl above a cage of lions, the *Bicycling World's* informant did not state.

For Business



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is as reliable and as serviceable as it is for pleasure purposes—and you all know that nothing so reliable is to be had anywhere at any price. The

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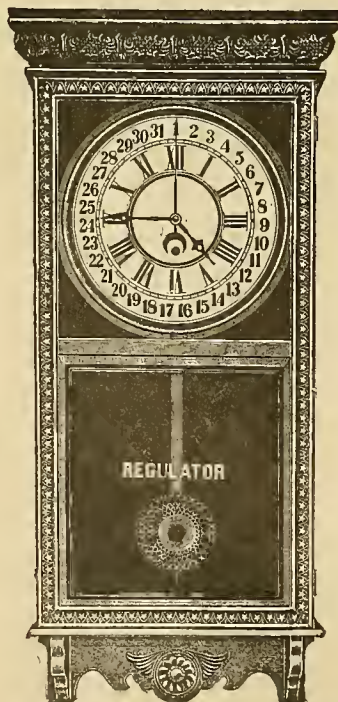


The most durable bicycle tire made. There is a steadily increasing demand for this tire and every dealer should carry them in stock; merely showing a section will often make a sale and a satisfied customer.

Send us your name and address so we can forward sections.

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FREE WITH Neverleak



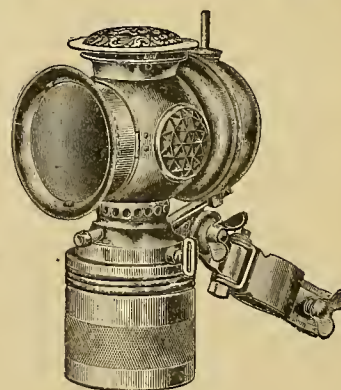
This is the chance of a life time to secure one of these elegant Regulator Clocks, over three feet high and 16½ inches wide, solid oak case, 8 day movement, constructed of brass and steel and fully guaranteed, in return for 24 Neverleak certificates. Any "Brass Sign" certificates that you have on hand or hereafter obtain through purchases of Neverleak, will be allowed to apply on the clock. One of these clocks will be an ornament to any office, shop or store.

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and MOTORCYCLE REVIEW

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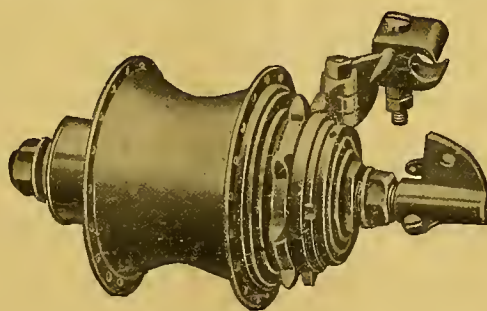
Vol. LIII
No. 10

New York, N. Y., Saturday, June 2, 1906.

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March. 1st 1906.

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and tell your customers that it not only pushes with greater ease, but
is the Largest Selling High Grade Bicycle in the U. S.?

Of course you can't.

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MIDDLETOWN, OHIO.

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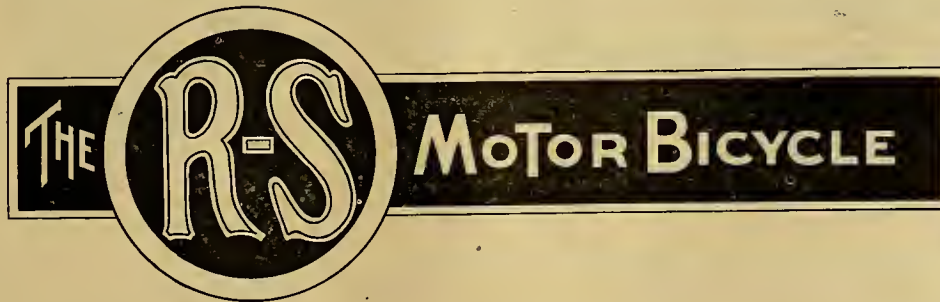
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BUILT AND TESTED IN THE MOUNTAINS.



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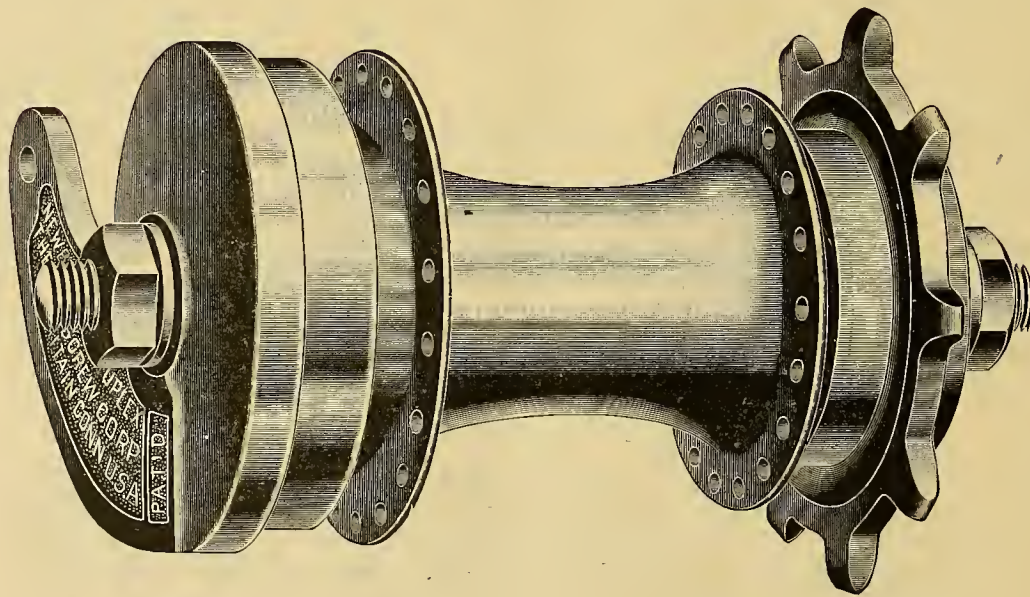
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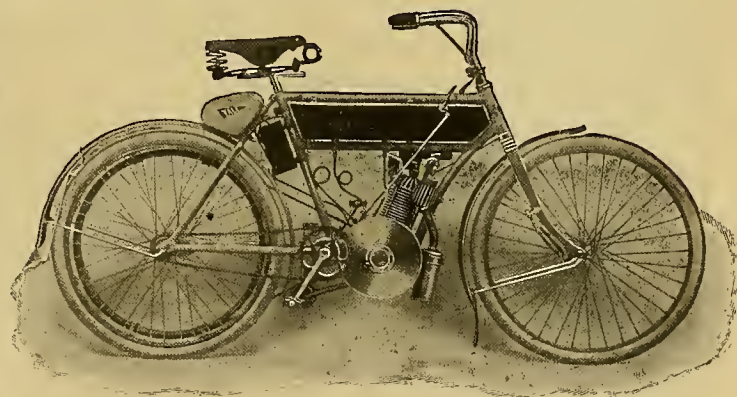
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(Brought Out in 1896)

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The Week's Patents.

820,110. Means for Repairing Punctures in Pneumatic Tires. Harry Harrison, Erdington, England. Filed Oct. 4, 1904. Serial No. 227,150.

Claim.—An appliance for closing a puncture in an air-tube of a pneumatic tire, consisting essentially of two metal or other suitable disks with means for pressing and securing them together, one of said disks having a slot to facilitate its being passed through the puncture into the interior of the air-tube, substantially as set forth.

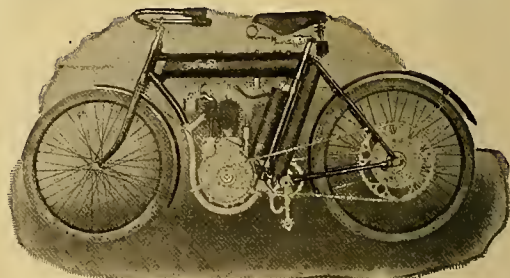
820,222. Internal Combustion Engine. D. McRa Livingston, New York, N. Y. Filed May 12, 1904. Serial No. 207,531.

Claim.—1. An internal combustion engine having a power cylinder and piston and means forming a compressor communicating with the power-cylinder and operating in unison with the power-piston, said compressor having ports leading into the compressor-chamber at opposite points therein and respectively serving to introduce the combustible mixture and scavenger-air whereby to maintain said elements in stratification in the compressor-chamber and to discharge said elements in said relation to the power-cylinder.

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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

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**ARMAC Motor Cycles
and Side Cars**

The 1906 **ARMAC** is built for hard service and every day practical purposes. Frame is guaranteed to carry 500 lbs. weight, and the

3 H. P. MOTOR

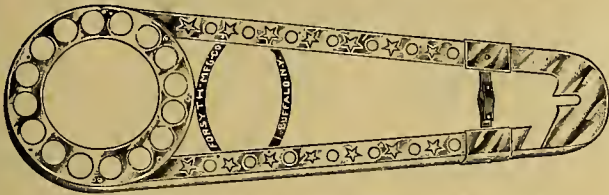
which can be operated at a speed of 4 to 45 miles per hour will take side car and second passenger over ordinary country roads, and will take one rider over any road or up a 25 per cent. grade.

The Standard of American-Made Motor Cycles
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Full Chain Guard with All Connections.

Made in sections and riveted together, giving enough elasticity to avoid the "twang" of a one-piece guard. Adjustable to stretch of chain and to differences of length between centers of axes.

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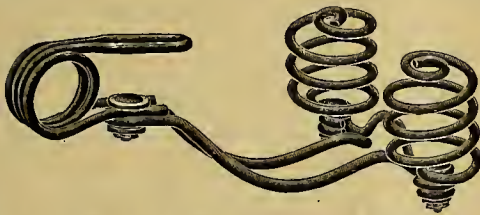


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Easiest
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ADJUSTABLE TO FIT ANY SADDLE.

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TIRES or SUNDRIES OR MOTORCYCLE ACCESSORIES

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"all to the good."

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ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
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his face lights up. He knows it has been proved the best that money can purchase.

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Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
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THE STAR BALL RETAINER CO., Lancaster, Pa., U.S.A.



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MODEL 97.

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Wrench for Bicycles
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will impart this very knowledge.

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity.

Price, 50 Cents.

If you ride or sell,
or intend to ride or sell
motor bicycles,

"Motorcycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

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THE BICYCLING WORLD CO., 154 Nassau St., New York.

TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE BICYCLING WORLD COMPANY,
154 Nassau Street, New York.

Enclosed find \$2.00 for which enter my subscription to
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34 Abbey St., DUBLIN,

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, June 2, 1906.

No. 10

"DRAWING OUT" HEDSTROM

Process not Fruitful but he did Say Something of his Trip Abroad.

Oscar Hedstrom, the mechanical genius of the Hendee Mfg. Co., was in New York on Wednesday last, for the first time since his return from abroad. There is no doubt that he picked up quite a few ideas while away, but Hedstrom is not a very talkative chap and rarely volunteers information and efforts to "draw him out" usually result in little more than that flow of words necessary to answer the questions or suggestions put to him. The endeavor to obtain his views of the motorcycle situation abroad ran somewhat like this:

"What countries did you visit?"

"England and France."

"Then you did not get into Germany?"

"No—didn't have time."

"Don't suppose you learned very much in England?"

"Not a great deal."

"The English machines are an awkward looking lot," was suggested.

"They are rather bulky. I think we have them beaten on looks."

"Is that all?"—this with a smile.

"Well, I guess we get as much out of a small motor as they do."

"What did you learn while in France?"

"It is impossible to go there without picking up something. Everyone seems to be making motors. There are a lot of little makers whom we never hear of. Nearly all of their motors contain some good ideas."

This is a long speech for Hedstrom.

"Did you get into any of the factories?"

"I didn't try. I was shown through one of them only."

"Which one?"

Hedstrom ransacked his memory but could not recall the name of the plant.

The sum total of the impressions which Hedstrom shared with the interviewer was that motorcycling is in a much healthier state on the continent than it is in Great Britain and that two-cylinder motorcycles are attaining marked popularity while there is little real interest in the four-cylinder machine. The condition of cycling in Eng-

land, however, caused the Springfield man to grow almost loquacious. Bicycles are almost as numerous as they were here in the palmy days. Hedstrom said, with a laugh, that even he had succumbed to the spell and indulged in a thirty-mile ride—the first time in two years that he had pedalled a bicycle.

Where "Armac" Came From.

Of all the names attached to motorcycles the one that looks and sounds oddest and that has given rise to no little speculation and spelling backward, is the Armac. Its origin has been past understanding. One day last week, however, President Keller, of the Armac Motor Co., let a Bicycling World man into the secret. "Armac," it appears, springs from the name of the designer of the machine—Archie Mack, a part of each half of his name being borrowed for the purpose. In former years Mack was a well known racing man in the Northwest. He is now with the Armac company and it is his fertile brain that has been responsible for a number of the striking innovations that mark the machine.

Duty Raised on French Motorcycles.

In a decision delivered by I. F. Fischer, the Board of United States General Appraisers, has ruled that Peugeot motorcycles must pay a higher duty. The machines, the subject of the board's ruling, were invoiced as possessing a foreign market value of 525 francs, whereas the American customs authorities considered the motors dutiable on the basis of 750 francs apiece. As a result of the board's action the motorcycles will have to stand the higher duty.

Millen Becomes a Corporation.

John Millen & Son, the well-known Montreal jobbing house, has been incorporated in Canada, with \$100,000 capital. The incorporators named are John Millen, W. Starchan and F. W. Sharp, all of Montreal.

Mail Order House Seeks Motorcycles.

The motor bicycle is beginning to loom large in the eyes of the mail order houses. It is positively known that one of them is seeking quotations on 1,000 machines for the 1907 trade.

DEATH CLAIMS HERRICK

One of Chicago's Most Notable Cyclists is Suddenly Stricken—His Career.

On Friday, May 25th, Chief Centurion William Herrick, of the Century Road Club of America, completed the term for which he was elected—a life term. On that date Herrick passed away in St. Luke's Hospital, Chicago, a victim of apoplexy. He was stricken suddenly while at luncheon three days before and never regained consciousness. He was 40 years of age and leaves a wife and an eighteen-year-old son.

There are many men in the Century Road Club who are not aware that Herrick occupied an office in their organization and it is not in that capacity that he was best known. But Herrick was one of the two men who formed that national club, the vote of the one "unanimously" electing the Chicagoian centurion. When the club grew, the other man drifted out of it, but Herrick remained and when its affairs were reorganized he was elected chief centurion for life in honor of his service.

But it was probably as a tradesman—as manager for Morgan & Wright, that Herrick is best remembered, although previous to filling that berth, no cyclist in the West was more widely known. "Billy" Herrick, red haired, electric, good natured, but withal, shrewd and on occasion bitterly incisive, was in the forefront of all that was doing. He was one of the leaders in the Lincoln Cycling Club, of which he became president; was an L. A. W. representative and whenever cyclists gathered there Herrick would be found. He was the creator of the Lincoln's famous "hard times" smoker and of several other strikingly original entertainments which were taken up and reproduced all over the country. It was he who dubbed the lunch room in a department store where Chicago cyclists were wont to congregate for their midday meal in "the Rag Shop"—a term that stuck to it for years and by which it was widely known. He was a merry soul—was this "Billy" Herrick. There usually was a prank and a laugh in his vicinity.

When he first appeared on the cycling horizon, he was identified with his father's

hat business, but his interest in bicycles was so great that he soon drifted into the trade, becoming sales manager of Charles F. Stokes & Co., then one of the big houses in Chicago, and eventually bringing up, as stated, as virtual manager of Morgan & Wright. When the firm was taken over by the Rubber Goods Manufacturing Co., Herrick became interested in mining ventures which did not prosper; about two years since he embarked in the automobile business, in which he was engaged at the time of his death.

They tell a story of the manner in which Herrick secured connection with Morgan & Wright that well illustrates the nature of the man. He was out if not down. He wanted an occupation and approaching Mr. Morgan frankly told him so.

"I want a job, Mr. Morgan," he said. "I don't care what it is; but I want a job. I want a place to hang up my hat, and I want it worse than I want the salary."

Everyone then in cycling life in Chicago, knew the then rollicking Herrick. Mr. Morgan humored him and put him off for a week. Seven days later, to the very minute, Herrick again was on the spot. He repeated his desire to such good purpose that Mr. Morgan gave him a minor position. He then began to take a more serious view of life and to such good purpose that it was not very long before he was occupying a revolving chair at a big polished desk in a private office, practically the lord of the great, big tire factory and a warm personal friend and the trusted lieutenant of Mr. Morgan himself.

What it Weighed in French.

Hardly less comical than the efforts of the average American to avoid the use of the exceedingly simple metric system, with its foreign sounding terms, are those of the Frenchman to acquire the mastery over the honorable and archaic English system which is American by adoption. And, indeed, it is safe to say that his difficulties are even more numerous and annoying than are the American's. That he sometimes falls into most pitiful error, is shown by the following example. A French paper, in the course of an article of a somewhat technical nature upon the subject of the British motor bicycle, gravely announced that its weight was "2 crots, 3 qurs. 13 lbs." after which a method of reducing "crots" to kilos was given, together with the statement that 1,000 kilos was equal to "19 cro. 3 qurs. et 8 lbs."

To Prevent Short Circuits.

As dry air is the best possible insulator for the electric circuit, care should be taken in arranging the wiring of ignition circuits to see that the conductors are as little crowded as possible and that they stand away from metal parts. Also, as water and moisture may serve to break down the most perfect insulation imaginable, care should be taken to preserve the conductors from rain, mud and oil.

BIG DROP IN APRIL

Exports Fail to Retain their Strength— Shrinkages in all Directions.

That constant tendency to rise and fall inexplicably that has characterized bicycle exports during the past several years, is again evident in the report for April. Its immediate predecessor not alone exhibited substantial advances in many of the totals when compared with the corresponding period of the year previous, but also with the month preceding it, and its showing was moreover consistent with that of several prior reports. Even Other Europe, which has shown a continued upward trend for a year past to such an extent that its total for 1905 was substantially in excess of that of 1903—usually considered a good year, has dropped back somewhat its total for April, 1906, being but \$27,412 as compared with \$35,745 for the same month of 1905.

However, that this is but a temporary lapse is manifest from the manner in which the totals are slowly progressing upward in the aggregate. For instance, in the period of ten months ending with April, Germany has advanced from \$47,029 last year to \$74,757; Italy has risen from \$17,701 to \$30,747 in the same time and the Netherlands have soared from \$35,186 to \$119,699, Other Europe topping the list with a total of \$204,256 which marks an increase from \$132,443 over the same period a year ago. Another substantial advance is to be found in the case of Mexico, which gained almost a hundred per cent., or from \$40,173 to \$71,186.

The report in detail follows:

Exported to—	1905.	April—1906.	10 Months Ending April—1904.	1905.	1906.
United Kingdom	\$32,579	\$19,909	\$211,402	\$174,737	\$169,202
Belgium	5,324	1,580	43,533	29,811	20,422
France	10,122	2,710	63,205	35,870	33,508
Germany	11,155	1,032	108,831	47,029	74,757
Italy	1,739	2,336	48,306	17,701	30,747
Netherlands	2,988		106,067	35,186	119,699
Other Europe	35,754	27,412	153,779	132,443	204,256
British North America	28,981	6,977	90,552	99,465	42,163
Central American States and British Honduras	310	1,320	2,760	3,781	8,301
Mexico	5,736	7,361	37,417	40,173	71,186
Cuba	2,435	2,461	15,151	29,548	30,860
Other West Indies and Bermuda....	1,857	2,016	26,364	25,132	19,522
Argentina	4,062	688	10,589	15,584	13,315
Brazil	666	1,387	10,503	9,169	7,860
Colombia	30		1,398	3,345	3,039
Venezuela		14	591	326	706
Other South America	1,224	1,224	14,450	11,092	10,348
Chinese Empire	322	313	12,008	10,892	6,782
British East Indies	2,775	182	19,683	9,035	4,139
Hongkong		15	8,073	2,730	599
Japan	35,096	17,134	360,434	203,620	163,894
British Australasia	7,097	6,021	257,936	115,048	79,828
Philippine Islands	460		20,448	7,195	4,969
Other Asia and Oceania	1,321	658	18,339	17,302	8,262
British Africa		45	10,856	1,910	1,655
All other Africa	35		6,786	3,037	390
Other countries				50	
Total	\$192,068	\$102,795	\$1,659,461	\$1,081,211	\$1,130,409

Bekeart's After-the-Earthquake Assets.

The same "you-can't-keep-a-good-man-down" kind of spirit that always has characterized San Francisco's business men, is more than ever apparent since the disaster. The prize for displayed energy of this sort must go to a sporting goods house that has the following sign hanging outside its temporary office:

Office (Temporary)
Phil. B. Bekeart & Co., Inc.
2330 Alameda Avenue,
Corner Park Street.

Liabilities..... ?
(April 25, 1906, not yet computed).

Assets:
Cash Nearly 18.00
Nerve Over 1,000,000.00
Reputation About .30
Energy and possibilities..... 1,000,500.00
Fixtures—I suit clothes, 2 fancy
vests, 1 plug hat (undamaged) 15.83

Total..... 2,000,534.13

Extent of Belgium's Exports.

During 1905 Belgium's bicycle exports amounted to 742 complete machines, valued at \$13,346, according to a consular report. During that period its exports of bicycle parts were valued at \$221,752. In the year 2,337 motorcycles, at a valuation of \$278,791, were exported and motorcycle parts and fittings to the extent of \$194,677.

Standard Plant to be Enlarged.

Large as it is, the Standard Co., Torrington, Conn., is preparing to become larger. Contracts are about to be let for the construction of two additional buildings, one of which will be used as a power plant and the other for manufacturing purposes.

DAVIS'S RECORD UP TO DATE

At 79 is Averaging "Only 30 Miles" but Hopes "to do Better"—His Statistics and Suggestions.

With nearly 118,000 miles to his credit, and daily riding his way toward the 120,000 mile mark, which he hopes to reach before the end of the summer, Thomas W. Davis, the veteran rider of Peoria, Ill., and one of cycling's grand old men, is staunchly pedaling his way to a sturdy maturity that eclipses the ripest of many men's years, even the youth of others, and leaves behind it no trace of the decline in vigor which is commonly supposed to accompany the approach to the fourth score. For he is now in his seventy-ninth year, and by the time his eightieth has come and gone, unless an unlikely weakness is developed, he will be well on toward his 200,000 miles of riding. But as if that were not enough, his first ride was not taken until he was more than sixty, and he had earned a right to bask all day in the sunshine rather than to stir about in so vigorous a way. And he attributes it all, his strength and endurance and vim, to the constant use of the bicycle through these years. Yet in his younger days, he was not wont to be idle, and the fresh air and country scene were his by inheritance and choice long before the days of the wheel. Indeed, as he himself says, he more than once has walked over a twenty mile course in search of some rare herb or other that was not to be had nearer at hand.

That was back in England where at Hull, along the banks of the Humber, he first learned to love nature as it is, and tramped himself full of blooming healthful life. Though he reckons Hull as his birthplace, he was born in Chester, from which town of tradition, his parents emigrated before he had counted out three years of life. For twenty-nine years, then, he lived in Hull, finally coming to have charge of a department in Earle's shipyard. It was there, in 1836, that he first saw a "dandy-horse," and crude toy that it was, a forerunner of the bicycle which was to play so important a part in his future life. In 1862, he came to America, and after having spent a couple of years in Massachusetts, turned toward the setting sun, and finally settled down in Peoria, where he has since resided. Five times, he has revisited the old country, and twice, in 1900 and 1901, he took with him a bicycle, riding nearly 3,000 miles on the latter occasion. While there, he again went over the old road he used to travel so much in search of the precious herbs.

It was sometime during the year 1884, that Mr. Davis first became interested in the budding cycling movement, and buying a pair of carriage wheels and other necessities, began to construct his first tricycle, which, as he was a machinist by trade, and something of a genius as well, was more of a success than many other early efforts.

A little later he bought a velocipede, and adapting a lever motion to it, rode that also, with no small degree of pride and satisfaction. His first "boughten" machine was a veritable "bone shaker," with wooden wheels, and iron tires, which stood him in good stead until his successor arrived on the scene in the shape of a 48-inch ordinary with rubber tires. This, in time, gave place to a 50-inch ball bearing mount, and the cycling enthusiast had become a confirmed devotee.

In all, he has ridden eleven different machines, comprising a variety of makes and patterns, and covering the whole history of the development of the bicycle, from his first two ordinaries down to his very latest safety. Nor have they been lightly tried and cast aside, for each has done probably



THOMAS W. DAVIS.

more work than the average of its kind, and only has been abandoned when in its old age, another of improved type came to take its place. Each has its place in his little book of personal cycling history, and against each is credited the number of miles it carried its owner. Of these records, one stands to show for 25,202 miles, another for 34,404 and a third, the one which is now in daily use, 32,599 miles, up to the present writing. But not content with jotting down the number of miles ridden each day, this painstaking mileage builder has made note of the performance of each individual part. Thus, speaking with authority, he says that a good back tire ought to run at least 5,000 miles, while he has known a front tire to carry him 10,606 miles. He is very particular to state the last mile as carefully as the first.

Pedals? There you encounter a strong opinion. With the rat trap pattern, he says that constant wear will tend to dull the points in the side pieces and cause the foot to slip. With rubber footings, this never can happen. So, he invariably uses the square rubber pedal when he can get it. If he can not, he is content with the rat trap. But for all that, he has ridden a single set of them for 25,000 miles and more, and is placidly content with their lasting quality. He points out with pardonable

pride a hanger, which has lasted him out for over 28,000 miles, and as for saddles, he says he much prefers the spiral spring type, for although the springs at times show a tendency to break, still he has a saddle which has carried him more than 90,000 miles, while one pair of springs has lasted something like 32,000 miles. That he is something of a judge when it comes to saddles, is shown by the fact that he is not troubled with chafing. For as he punctiliously explains, he never has been saddle-sore but once. He always rides a 63 gear, which "answers for him," and though he rides in moderation, he manages to cover a good many miles every day, as is shown by his totals.

But better than summaries or statistics, his own words best express what the bicycle has done for him, and how he looks upon the pastime:

"During the last thirteen years and more, it has been my desire to get out on my wheel from four to six hours every day," he says. "Of course, there have been a great many days in which I could not do so, for in cold, snowy, and wet weather, I do not ride. Besides, I have business to attend to, but despite that, for the last bakers' dozen of years, I have made it a point to get out on my wheel whenever I could. For several years, I made it a practice to ride somewhere in the neighborhood of forty miles a day. In August, 1897, I covered over 1,800 miles of ground. My riding at that time was all around Peoria, over a radius of perhaps fifty miles. And it is safe to say that no Peoria rider covered the roads in better shape than did I. Nothing could have taken the place of the wheel. I went to places I could not have reached in any other way, and was in every conceivable way benefited by its use. During that time, I have not lost six days on account of ill health. When I was doing big riding, ten to twelve miles an hour was my average rate, and I could keep it up the whole day long, not getting tired. This past season I have not averaged more than 30 miles a day. Perhaps a little later I shall do better, however.

"In riding, I bend a little from the hips, and take care to breathe perfectly, taking a full, deep breath each time. Health, pleasure and exercise, reward the constant rider, and in my opinion, nothing can begin to fill the place of the wheel. It helps to develop the whole system, thrills his nerves, and sharpens his attention, for he must be on the lookout all the time.

"I am now in my seventy-ninth year, and few men enjoy better health than I, while few men of my age are more active than I. And I firmly believe that it is the constant use of the wheel that has kept me so."

The holder of ticket No. 7, in the C. R. C. A., a life member of the L. A. W., under the serial of 159, and bearing the specification of No. 1313, under the old system of numbering, Mr. Davis's record is one of which he well may be proud. His fame has spread abroad through many lands.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

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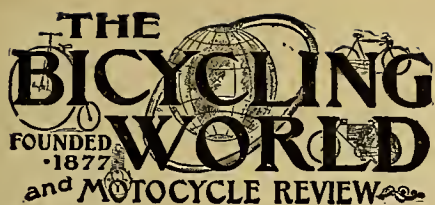
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Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 2, 1906.

"My appreciation of the Bicycling World is as great as the 'Missouri Kicker's'; like him, I do not believe it is getting the support it deserves. My patrons call and read it and then go out and talk bicycle, which helps my trade as much as any advertising I could do. Mr. Persons's mode of co-operative advertising is a fine idea and properly handled would double the sales of bicycles in any city or town."—George W. Hall, Evansville, Ind.

Where Woman's Influence is Felt.

Although, measured by the past, comparatively few women cycle. It is equally true that where their interest has been aroused to a proper degree and their enthusiasm stimulated, they work as a power for good to the cause. And, by the same token, although their numbers in club membership are even smaller by comparison to the grand total of the riding public than on the road, yet their influence is there felt to an extent which is as important as it is occasional. For the feminine element in any club, whether in the form of active or associate membership, works as a potent factor in the life and activity of the organization.

Undoubtedly this is accounted for not so

much on account of the attraction of the sex in itself, as because of their enthusiasm which transcends that of mankind in the ratio of many to one. For where a woman's interest is centered, there are her heart, her hands, and all her energies. The half-heartedness which is to be found in the club life of so many male members, never characterizes the action of the feminine contingent—with them it is all or nothing. Any club in which a woman membership, or a "ladies' auxiliary," is recognized, possesses in its home functions and on the road, a bond and a vigor which is far stronger than that of mere road companionship and which, at the same time, endures throughout the year, regardless of riding and weather conditions, and serves during the winter months to keep alive the interest of the members. For women are essentially home makers, by instinct and by proclivity.

The influence of woman membership is seen on the road and at home, in the social and sporting functions, working a wonderful magic in keeping the members together, planning and executing the various events, and in looking after the welfare of the club home itself. Without this bond of sympathy, the members are apt to measure their interest in the organization by their interest in its riding events alone. Hence, the skill and tact of the officers in arranging meets, governs the popularity of the club, and the least falling away in their interest, or even an error in judgment, works havoc with its very life.

It is true, of course, that the purpose of certain clubs does not encourage the accession of women members, while in other cases, the sentiment of the majority is distinctly adverse to it, yet it is a striking fact that in cases where women have been admitted to membership in cycling clubs, the effect has been noticeable from the very beginning, and those clubs have remained strong and influential, even without the loss of members which has marked the decline of some otherwise promising organizations. Indeed, at the present time, the two largest clubs in the country, as well as two of the oldest in existence, number women among their members, and give them a word in the management of the little politics of their existence. And it is noteworthy that their membership, which always has been large, still remains practically as strong in numbers as ever it was. But what is still more to the point, is that as they are located in cities hundreds of

miles apart from one another, there can be no purely local influence to which their success can be attributed, so that the result is apparently blamable solely to the effect of the woman membership.

Appreciation of Utility.

As a mark of great utility of the bicycle, both foot and motor propelled, its use in ever increasing numbers by municipal authorities for police and inspection duty of various descriptions, stands as a striking testimonial. Not simply are all the greater cities, not only of this country, but of the world, using cycle police and cycle inspectors, but even the lesser burghs, following suit, are taking cue from the resulting efficiency and dispatch which they see accomplished elsewhere, and making if not permanent, at least trial equipments, which are going a long way in spreading the gospel of the utility cycle. And with the beginning of the best riding season, these innovations are coming throughout the country in a way that is nothing short of remarkable, considering the reputed lack of vigor in the cycling industry and by that very token, refuting the assertion of its weakness.

Thus, for instance, within a fortnight of one another, come announcements of awakened cycling interest in no less than five cities, each of which is making, or is about to make, a trial of the cycle in its municipal work. For the most part, these ventures are comparatively unimportant to the industry, insofar as the extent of purchases made is concerned, yet in each case, the movement must be regarded as an entering wedge, and the forerunner of much more which is to follow in due time. For it is a remarkable fact that in no case where bicycles have been applied to such work have they subsequently been given up after a fair trial.

In Columbus, Ohio, where speeding motorists have been causing great annoyance to the police, two plain clothes men have recently been assigned to bicycle patrol duty, their machines being equipped with speedometers. This move was decided upon only after a deal of trouble in gaining convictions in speed infraction cases. Toledo is likely to go a step farther before long, mounting some of its officers on motor bicycles, similarly equipped, and for the same purpose. Councilman Leroux is advocating a bill in which provision for such an equipment is named, and the mayor is understood to be highly in favor of it. Cleveland, also, is likely to have a motor

bicycle squad before long, as its chief of police is understood to be working hard in the interests of such a movement, seconded by the chief of the park and boulevard squad who desires the same advantages for his men.

The Board of Contract and Supply of Syracuse, N. Y., has within a few days ordered an advertisement for bids for a police motor bicycle to be made, the need of such a machine being well recognized in municipal circles, and the likelihood of an increase in the service pending a trial, being strong. Like all other towns, Syracuse is beset with scorching motorists who are fast becoming a menace to her citizens.

Way out in Portland, Oregon, the germ has taken hold, and the authorities are convinced that a cycle contingent to the police force would have a salutatory effect upon some of its evildoers. One thing is lacking, however, Portland cannot at present afford an investment of any great amount. But there are, stored away in the municipal garret, a number of bicycles which have been lost or stolen at one time or another, and for which no claimants have appeared. Two of these are pressed into trial service, and a brace of men assigned to second night relief work, mounted on them.

There is little need at the present time for demonstration of the merits of the bicycle for work of this sort. All necessary proof of its worth was given years ago, and these beginnings are but the outcroppings of seed long sown, which has required many months of germination in aldermanic gardens, before it could spring up and bring forth fruit. Nevertheless, the fruit is none the less certain to come, and to bring about the greatest benefits.

As a matter of fact, it is now almost impossible to number the motor bicycles which are used in the work of checking the overspeeding of motor cars. Municipal authorities are fast coming to realize that in the power driven machine exists the only effective means of at once timing and catching such offenders, that it serves to place the officers on an equal footing with the motorists on the road, and that escape from them is practically impossible. By the use of the machines, the work of the patrols is rendered easier and more effective, their time can be outlaid to better advantage, and—what is even more to the point, they are sure of a greater number of convictions in proportion to the arrests made than when equipped in any other way.

TO CROSS THE CONTINENT

Another New Jersey Cyclist to Undertake the Feat—Will Start To-morrow.

Joseph Harris, of Jersey City, N. J., will begin seeking fame as a cross-continent cyclist at 7 o'clock to-morrow morning. He is billed to leave the New York City Hall at that hour with San Francisco as his destination. He expects to complete the 3,840 miles—as he estimates the distance—in 43 days, that is on July 15th. Harris will ride a Reading Standard.

He is captain of the New York division of the Century Road Club of America, several members of which will see him safely on his journey. Harry Early and Emil Leuly, who last summer got half way across the wide expanse of country, will be of the number. R. A. Van Dyke, of the Century Road Club Association, will also be of the escorting party; his presence will be in the nature of evidence of the renewed good feeling existing between the rival organizations.

Harris will follow the route taken by Early and Leuly and despite the sand and hard going which it entails, he will, after leaving the City Hall, cross the river to Jersey City and strike for Buffalo via Scranton, Binghamton and Elmira, instead of following the Poughkeepsie-Albany-Rochester route. His travel will then carry him through Cleveland, Elyria, Toledo, in Ohio, Elkhart, South Bend, Laporte, Goshen, in Indiana, to Chicago. He will move on Omaha, via Davenport, Council Bluff, Fremont and North Platte. From Omaha the chief points on his route are Julesburg, Colo.; Cheyenne and Laramie, Wyo.; Ogden, Utah; Reno, Nev., and Sacramento and Oakland, Calif.

Harris will adhere to the checking system of the C. R. C. and every 20 miles will obtain written attestation of his arrival.

Bridge that will Save Many Miles.

Cyclists of all kinds who make the trip from New York City to Long Branch, Lakewood and Atlantic City will be glad to learn that the distance from the former city to these points will be materially shortened when the new bridge between Perth Amboy and South Amboy is opened on June 15. At present they are required to travel from Perth Amboy to New Brunswick and back to South Amboy, a distance of about thirty-three miles. With the bridge completed the distance between the amboys will be less than a quarter-mile and more than one hour will be saved in the trip to Long Branch. To shorten the route to Atlantic City and Lakewood it is proposed to convert a dirt road between Clifton and Matawan into a turnpike which will shorten the distance five miles. Another turnpike to save eight miles is planned from Freehold through Turkey and Southard to Lakewood.

FIXTURES

June 3—Valley Stream, L. I.—Century Road Club Association's one and two-mile road races.

June 3—Jamaica, L. I.—Tiger Wheelmen's 15-mile handicap road race; closed.

June 9—Washington Park, N. J.—Bicycle race meet; open.

June 10—Valley Stream, L. I.—Park Circle Club's Brooklyn handicap 20-mile road race; open.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's fifty-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

BUMPER HOUSE AT BOSTON

Big Crowd Sees Walthour Trim a "Native Son"—Coffey also Grinds to Victory.

In a motorpaced race that at times was exciting, Robert J. Walthour, of Atlanta, Ga., champion pace follower of the world, defeated Hugh MacLean in a twenty-five-mile contest at the holiday meet on the Revere Beach saucer, Wednesday afternoon, 30th ult. At the gun for the finish Walthour was exactly two miles and two and three-quarters of a lap ahead of MacLean. The time, 35 minutes 42½ seconds, was good, although deceiving, for whirlwind speed was made during the first eleven miles, the remainder being rather an easy romp for Walthour. It was partly MacLean's that he was beaten so badly. During the eleventh mile, when Walthour was little more than half a lap in the lead, the Chelsea man lost his pace and instead of calling upon his reserve motor, MacLean rode several miles unpaced, which netted the Southerner quite a gain. Even had everything else been alright, it is doubtful if MacLean could have beaten Walthour, as the former does not look fit; in fact, he has not entirely recovered from his attack of pneumonia.

However, this race between the top notch professionals was not the real feature of the meet. What caused many to open their eyes and ask if it was really May 30, 1906, was the size of the audience. According to Manager MacLean nearly 7,500 people passed through the gate, which is about twice as many as has been seen at the track in three years, which caused the gratified manager to smile and murmur something about holding more race meets in the future. Long before the half-mile novice race was called the spectators poured into the enclosure and the bleachers and grandstands rapidly filled. The overflow then took to the oval inside the track and every island in the watery waste was crowded. At 3 o'clock no more could be accommodated and the ancient roller coaster on the boulevard in front of the track was soon swarmed with 1,000 men and boys.

In the one mile handicap for amateurs there was the hardest kind of going from the crack of the gun until the finish. The handicapper was liberal to a few added starters from the novice ranks, and the "dubs" made the going far too fast for the scratch men. Of the three scratch men Tom Connelly was the only one to qualify and in his heat it was easier to have a look-in than in the others. In the final A. F. Comer was on the limit with 125 yards, H. F. Partlin close behind on the 100-yard mark and R. Grant, of Lynn, on 75 yards. Comer dug into his pedals from

gun to gun, and while Partlin and Grant were carried along by his pacing they were unable to disturb the long marker. Connelly died en route.

One of the surprises was the phenomenal showing made by young Coffey, the recently turned professional, who was the pet of the feminine habitues of the races in Madison Square Garden last summer. Coffey, who is as small as Merrie England's own Tommy Hall, made good in a ten-mile motor paced professional race against Patsy Logan, the six-day rider, and Dennis Connolly, another involuntary graduate from the amateur ranks. Connolly got away in the lead and at one and a half miles the young South Boston lad began to give him battle. When the little chap rode Connelly off his feet the crowd stood up en masse and paid him homage. Logan, on the third mile, essayed to pass Coffey, but he could not get within striking distance. At the finish Coffey was leading Logan by nearly a lap while Connelly was two laps behind. Time, 15:17.

In the 25-mile race Walthour drew the tape and MacLean the backstretch. The men got away quickly and the Chelsea man appeared to gain. On the seventh lap he was a quarter of a lap ahead when he punctured. After securing a new wheel the men were again started in the relative positions they occupied before the accident. Then Walthour began to put in his good licks and at one and a half miles was practically one-sixteenth of a mile to the good. On the fourth mile, MacLean displayed better form and regained about 50 yards. It was then hit and miss until the fourth lap of the seventh mile when Walthour tried to pass the New England champion. During the entire tenth mile Walthour repeatedly went alongside MacLean and they took turns side by side in hair raising manner. Then an accident happened to MacLean's two-cylinder pacing machine and Walthour gained a comfortable lead, and finished easily with the money in sight from the eleventh mile. The summaries:

One-half mile novice—First heat won by F. H. Hill; second, H. S. Reynolds; third, T. Pansy. Time, 1:08¾. Second heat won by W. Rolfe; second, R. McLaren; third, Leslie Magan; fourth, Harold Morgan. Time, 1:08¾. Final heat won by R. McLaren; second, W. Rolfe; third, F. H. Hill. Time, 1:09¾.

One mile handicap, amateur—First heat won by A. F. Comer; second, T. Pansy; third, C. J. Hellinder. Time, 2:07¼. Second heat won by Tom Connolly; second, R. Grant; third, H. F. Partlin. Time, 2:14¾. Final heat won by A. Comer; second, H. F. Partlin; third, R. Grant. Time, 2:04¾.

Ten mile motorpaced, professional—Won by J. B. Coffey; second, Patsy F. Logan; third, Dennis Connolly. Time, 15:59.

Twenty-five mile motorpaced, professional—Won by R. J. Walthour, Atlanta, Ga.; second, Hugh MacLean, Chelsea, Mass. Time, 36:42¾.

HOYT WINS IN THE WEST

Boston Motorcyclist a Three Time Winner at Chicago—Five Miles in 5:07¾.

In one race only, and that a judgment contest, were local motorcyclists victorious at the annual meet of the Chicago Motorcycle Club, on Decoration Day. The races were held on the soon-to-be-torn-up Garfield Park track and attracted a large number of enthusiasts and others who will be enthusiasts some day if they witness much more such exciting sport. Fast times were made in all the events and the performance of Fred C. Hoyt, of Boston, Mass., was the most notable. Hoyt, who rode a two-cylinder Indian, started from scratch in the twenty-mile open handicap and covered the distance in the fast time of 21:11¾. Ralph Sporleder, of the Milwaukee Motorcycle Club, on a Harley-Davidson, finished second; he had 2 minutes 20 seconds handicap.

Later Hoyt gave a five-mile exhibition in fast time. He was clocked at 5:07¾. Hoyt was the big winner of the day. In the ten-mile handicap for machines weighing under 110 pounds, he finished first from scratch, and also won the ten mile open in fine style. The ten mile handicap was run in 10:38 and the ten mile open in 10:46¾. Walter Senz (Merkel), of Milwaukee, crossed the tape first in the five-mile open, his time being 7:35¾. The speed judging contest, at two miles, was won by Roy D. Buell (Clement), of Chicago, in 7:02—the nearest to the seven minute mark that had been set. The summaries follow:

Five mile open for machines of 110 pounds or under—Won by, Walter Senz, Milwaukee M. C. C., Merkel; second, G. H. Gardner, Chicago M. C., Armac; third, A. J. McCollum, Chicago M. C., Armac. Time, 7:53¾.

Twenty-mile handicap, free-for-all—Won by Fred C. Hoyt, Boston, 4 h. p. Indian, scratch; second, Ralph Sporleder, Milwaukee M. C. C., Harley-Davidson (2:20); third, Walter A. Davidson, Milwaukee M. C. C., Harley-Davidson (2:20). Time, 21:11¾.

Ten-mile open—Won by Fred C. Hoyt, Boston, 4 h. p. Indian; second, Walter A. Davidson, Milwaukee M. C. C., Harley-Davidson; third, William Schoof, Jr., Milwaukee M. C. C., Harley-Davidson. Time, 10:46.

Ten-mile handicap—Won by Fred C. Hoyt, Boston, 4 h. p. Indian; second, Walter Senz, Milwaukee M. C. C., Merkel; third, Roy Buell, Chicago M. C., Clement-Bayard. Time, 10:38.

Two mile speed judgment contest—Won by Roy D. Buell, Chicago M. C., Clement-Bayard; second, C. Van Sicklen, Chicago M. C.; third, Paul Hildebrand, Milwaukee M. C. C. Time, 7:02.

Five miles against time—Fred C. Hoyt, Boston, 4 h. p. Indian. Time, 5:07¾.

KREBS "CUTS UP" AT VAILSBURG

Does Some Dirty Riding and Talked Fight
—Fenn Wins Match and Handicap.

If any friendliness exists between W. S. Fenn, of Bristol, Conn., and "Herr" Floyd Krebs, of Newark, N. J., is most certainly is not apparent on the surface. This was clearly demonstrated at the Vailsburg track on Wednesday, when the unpaced king and the Newark braggster met in a three heat match race, at one half-mile each. Fenn won the race on a foul but it is not doubted but that he could have won anyway, even had not Krebs been too overbearing.

Since Krebs' two victories several Sundays ago it has been a moot question among "some" of Newark's fans as to which is the best man and the management of the board track decided to serve up a match race between Fenn and Krebs as the tid bit of the Decoration Day meet. The result was entirely unsatisfactory from the standpoint of good sport, for it showed that the Newark German-American has not forgotten any of his old tricks. Krebs drew the pole in the first heat and when the starter fired the pistol neither man moved off the tape. For a time it looked as tho the riders would sit there all afternoon balancing their wheels, but just as Krebs was about to fall he reached down and touched his front wheel, saving himself from becoming unseated. This was enough to make Fenn take the lead and the Bristol man led slowly all the while watching Krebs like a hawk, to see that he did not jump him unawares. The men were still crawling at the three-eighths pole with Fenn leading. At the last turn Krebs made his supreme effort and jumped Fenn as they rounded the straight. Fenn was unable to accelerate fast enough and the Newarker led him across the tape by half a length.

Jockeying tactics were pursued again in the second heat. Fenn, after going off the mark first, ran high up the bank on the first turn and forced Krebs to take the lead. On the back stretch Krebs unwound first, but Fenn had his watchful eye open and made one of the prettiest efforts that have been made at the board track this season. He was traveling faster and was just passing Krebs, when the latter, so it appeared from the tape, deliberately tried to run Fenn wide. Krebs' wheel struck Fenn's and the two went down, Fenn falling about fifteen yards in front. Neither rose for a few minutes, Fenn sitting on the boards shaking his fist at "Herr" Krebs, and the object of Fenn's immediate antipathy wiping the blood from a cut he received on the right temple when his hard head struck the equally resistant boards. Both riders were cut up somewhat, but the peculiar circumstance of the accident was that the rear

wheel of each bicycle was smashed. The referee held the same opinion as the spectators, for he gave the heat to Fenn and allowed Krebs to ride the final heat under protest. The spectators roundly hissed their townsman while the always popular Fenn was accorded a rousing ovation. Krebs wanted to protest Fenn and seemed almost piqued when the judges would not allow it.

The final heat was not so full of monkey business as the other two. Fenn at once took the lead and although there was some jockeying there was no change in position. Fenn began to unwind in the back stretch and Krebs, by a mighty effort, brought his wheel up to his adversary's on the turn. Rounding into the straight Krebs appeared to try to run Fenn into the grass, but the Bristol blacksmith could not be intimidated and Krebs sat up and raised his hand in protest. He wanted to claim that Fenn had switched him, but such an accusation was the limit of absurdity. Then Krebs told everyone who hadn't gumption to move out of earshot of his childish prattle in broken English that he would settle with Fenn by the method in vogue before bicycles came into use, either with or without Queensbury rules. Krebs lay in wait for Fenn at the gate of the grounds until someone remarked, "Here comes Fenn, now," when he moved down the street, saying he would wait for him downtown. Fenn did not appear in the least worried when he emerged from the training quarters.

In all the meet was highly successful, exclusive of the Fenn-Krebs palaver. Nearly 5,000 people occupied the grandstand and bleachers and as it was not Sunday they could expand their lungs to the full capacity, which they did. An unfortunate incident spoiled the final heat of the half-mile open, amateur. On the back stretch of the bell lap, Weintz, of the New York A. C., fell, and Magin rode over him. This brought down Kluczek, the Roys' champion, Mike Ferrari, George Cameron, of the New York A. C., and Heilbron. All the men were more or less bruised, but Kluczek suffered most. The doctor spent half an hour extracting splinters from his nether extremities and when he finally came on the track again he looked as tho he had just emerged from a hospital ward. The race was won with ease by Charles Jacobs, of the Roy Wheelmen, by four clear lengths. Jacobs is, by the way, steadily showing improved form, and with conscientious training and less cigars should soon be able to kick alongside the top notchers without his conscience troubling him. "Ebony" Spain and W. Vanden Dries had a rare old dustup for second place, the descendant of Ham, who bore the hoodoo number "13," winning out, Adam Beyerman finishing fourth.

James Zanes, the extended Newarker, won the "miss and out" race, and incidentally, rode his last race as an amateur, it being announced that hereafter he must associate with those in whose class he really

belongs. The miss and out race lasted for $4\frac{3}{4}$ miles.

B. F. Pash, a dark skinned resident of Louisville, Kk., won the final of the mile handicap, August Huron, of the Roy Wheelmen, finishing second, and Edward Seifert, the new "Pride of Vailsburg," third. In memory, no doubt, of those who set his old granddaddy free, Pash came on the track attired in a sweater constructed of the National colors. It fitted him so snugly that Announcer Burns was provoked to remark: "Major Taylor with the N. G. corsets on wins the one mile handicap."

By a pretty sprint "Herr" Krebs won the quarter-mile open race for pros from Fenn, Ashurst getting in for third and Billington crossing fourth. In the five mile handicap John Bedell played his usual game by letting Fenn do all the work in pulling the back markers. Fenn corralled the money, John Bedell finishing second, and Menus Bedell third. Fourth place went to Rupprecht and fifth to Ashurst. Krebs did not start, claiming he had no wheel to ride. George Glasson and John King helped divide the money for lap prizes. The summary:

Half-mile novice—Final heat won by D. Stein, Newark; second, A. Harris, Newark; third, B. F. Pash, Louisville, Ky. Time, 1:17.

Half-mile open, amateur—Final heat won by Charles Jacobs, Roy Wheelmen; second, A. C. Spain, Bloomfield; third, W. Vanden Dries, New York A. C. Time, 1:13.

One mile handicap, amateur—Final heat won by B. F. Pash, Louisville, Ky. (40 yards); second, August Huron, Roy Wheelmen (40 yards); third, Edward Seifert, Vailsburg (170 yards). Time 2:11.

Miss and out, amateur—Won by James Zanes, National A. C.; second, George C. Cameron, New York A. C.; third, Jacob Magin, National Turn Verein Wheelmen; fourth, W. Vanden Dries, New York A. C. Time, 10:50. Distance, $4\frac{3}{4}$ miles.

Quarter-mile open, professional—Final heat won by Floyd Krebs; second, W. S. Fenn; third, Alfred Ashurst; fourth, Teddy Billington. Time, 0:30.

Five-mile handicap, professional—Won by W. S. Fenn (scratch); second, John Bedell (70 yards); third, Menus Bedell (110 yards); fourth, Edward Rupprecht (180 yards); fifth, Alfred Ashurst (50 yards). Time, 11:44. Lap prize winners—George Glasson (4), John King (9), Charles Schlee, (2), Albert Treibal (1), Alfred Ashurst (1).

Half-mile professional match race between W. S. Fenn, Bristol, Conn., and Floyd Krebs, Newark, N. J.—First heat won by Krebs. Time, 2:31 $\frac{1}{4}$. Second heat won by Fenn on foul. Time not taken. Third and deciding heat won by Fenn. Time, 2:31.

On account of the rain last Sunday the races at the Vailsburg track had to be called off. The card of events that was to have been decided will be run off tomorrow (Sunday).

Brooklyn Rider Captures the Cycling Derby.



RALEIGH WINNING.

"Get off my feet! Back! back! Stand back there! Here they come and come fast! Open up! Open up! Can't you give them room to pass?"

Far away up the road, just appearing over the brow of the hill, is a speck. A few seconds pass and the speck becomes a cloud of dust. As it gradually moves nearer, the cloud of dust resolves itself into living human beings. They are astride bicycles and the polished spokes of their wheels glint in the sun's rays. Faster they come and the dust cloud whirls behind them as in the path of a tornado. On both sides of the road are lined thousands and thousands of people straining and struggling to get closer to the guard ropes that hold the quarter-mile line of faces in check.

Suddenly one rider shoots out from the bunch as if from a catapult. The silence of a moment before is rudely broken by discordant sounds—cheers intermingled with shouts of "Go on! Faster, faster, faster! Sprint and you've got it!" The first rider nears the narrow white ribbon that marks the finish of the race. He turns his head, looks back, and a smile, the smile of triumph, of victory, of satisfaction, breaks over his dust begrimed face. The other riders are coming fast, but they will never overtake him before he crosses the tape, and he realizes it. He flashes over the ribbon.

"8-1-20-11-36-28-31-4-33-19-6-37!" the scorers shout and pencils race across paper to jot the numbers down.

A dozen willing hands grasp "No. 8" before he falls and a man places a blue ribbon sash across his shoulder.

A pause, then the call of the scorers again:

"112-141-83-118-101-52-54!"

A bunch of riders flashed by. Another group follows slower than their predecessors, and then several riders straggle in, singly, in pairs and in segregated groups.

The lines of spectators are broken and the lane of a minute before becomes a seething vortex of humanity, each person struggling to get closer to the tape and to grasp the minner's hand.

Thus, the time-honored annual Irvington-Millburn road race of 1906—the derby of American cycling—has passed into history.



WALTER RALEIGH, THE WINNER.

In many respects was the 25-mile road race last Wednesday—the eighteenth annual, by the way—notable. The winner, "Sir" Walter Raleigh, of Elizabethan Brooklyn, was not so much of a dark horse as some of the previous winners; the time of the scratch men—1 hour 8 minutes 51½ seconds—while not record breaking, was fast; there were more starters than there have been for several years and a classier set of riders.

There was some delay in getting the riders on their marks, but when the starter sent the ten scratch men on their way, just 102 riders had gone. It was exactly 11:42 o'clock when the three limit men, who had seven minutes, were waved off, and in rapid succession, at half-minute intervals, the other groups started. E. B. Wustebarth, of Meriden, Conn., and W. O'Brien, of Mount Hope, N. J., were the only riders to fall at the start, but they soon remounted and sped away. The first turn was at Irvington, two and one-half miles from the start at Hilton Woods. It was a good sized bunch that passed the stand on the way back, the first leg of the course, five miles. Raleigh, of the National A. C., was leading and close behind him were Charles Frounnier, New York (6:00), Charles Stein,



COMING UP THE LONG HILL.



ON THE ROAD TO MILLBURN.

of Brooklyn (6:30), who bore the fatal number 13; Charles Lange, Bay View Wheelmen, one of Raleigh's co-markers, at 6½ minutes; Clinton Ayres, Bay View Wheelmen; B. Neuschaefer, National Turn Verein Wheelmen, and Charles Van Deker, of Cranford, N. J., the last named having worked up from the three and one-half division. The scratch men covered the first five miles in 12 minutes 15 seconds. The only one missing was James Zanes, the National A. C. man, who was out after the record. Zanes had punctured soon after rounding the Irvington turn, but finished the first five miles on a flat rim. The last man to pass was H. Inch, of New York, who had started with the three minute division. Inch fell soon after the start and lost several valuable seconds. Near the tape line after the first five miles, A. Svenson, who wore the hurryup number "23," fell. After a half minute's rest he borrowed another wheel and started off after the bunch.

At ten miles, the riders having proceeded to Millburn, two and one-half miles and back, Tony Bizarri, of the Edgecombe Wheelmen, led a bunch of ten. Peter Peterson, of Newark, was second, Harry Gottschalk, Bay View Wheelmen, was third,

followed by F. L. Fisher, of the National A. C., and B. Neuschaefer. Walter Raleigh rode in sixth place and was plainly holding his own. Back of him were Gus Speckman, Newark; Charles Lange, Bay View Wheelmen; Gus Mussman, Pierce Wheelmen and P. Schmidt, Bay View Wheelmen. Then came Louis Francis, riding alone, followed a few seconds later by C. James, F. Montville and Clinton Ayres. The scratch men covered the ten miles in 24 minutes 27 seconds, the second five miles having been ridden three seconds faster than the first. George H. Wiley, the plucky little Syracuse crack, led the scratch men at ten miles, followed by Louis J. Weintz, of the New York Athletic Club; Frank Eifler, Century Road Club Association; Joe M. Eifler, who had one minute handicap. Courtney Peer, who started with Joe Eifler, and Adam Beyerman and J. T. Halligan, both from scratch. Watson J. Kluzcek, of the Roy Wheelmen, made one of the plucky rides of the first ten miles. Jacob Magin, National Turn Verein Wheelmen, was his co-marker, and Magin met with a mishap at the Irvington end of the first leg. This left Kluzcek without pace, but he continued and at the ten mile stage was riding well, several seconds in advance of the

scratch men. E. B. Wusterbarth, of Meriden, Conn., got a bad fall on the Millburn end and when he passed at ten miles was bleeding profusely. Fred C. Graf punctured and dropped out. Wallington Smith, one of the scratch men, did not return from Millburn the first time.

The leader at fifteen miles was Peter Peterson and according to the checkers along the course this rider had done most of the pacing for the first half of the journey. Back of Peterson was Fisher (5:30), Gottschalk, Ash, Lange, Stein, Raleigh, Neuschaefer, Bizarri and Mussman. These riders were in the first division. Then came a group of three—C. James, F. Montville and Clinton Ayres, followed a few seconds later by Frounnier, Breunig, Svenson, Kugler, Pansarella and Francis. Chris Kind, of the Edgecombe Wheelmen, rode alone, as did A. E. Drummond, of Summit. Following Drummond a few second later passed Tagart, Bourget, W. H. Bussey, of Brockton, Mass., who had worked up from the four minute division; Ertel and Sedenberg. Kluzcek and Heidrich rode together and then passed six riders in two groups. After this the scratch bunch, mingled with riders from all divisions, was checked. They covered the fifteen miles in 36 minutes 55



PASSING THE STAND ON THE TENTH MILE.



"LEFT BY THE BUNCH."



THE BATTLE FOR THE TIME PRIZE—EIFLER LEADING.

seconds. Owen J. Devine quit at fifteen miles. J. T. Halligan had dropped back and it was evident that he would not figure in the time prizes.

Peter Peterson still led the first bunch when they returned from Millburn at the completion of twenty miles and P. Schmidt was in second place. Neuschaefer was riding third and the other riders in the first division followed in this order: Fisher, Gottschalk, Lange, Raleigh, Bizarri, Ayres, James and Montville. Mussman rode along and then followed the scratch bunch with Wiley leading Frank Eifler. Weintz also was in the bunch, but Halligan had dropped farther back.

At this stage of the race the outcome was exceedingly doubtful and it was not until the finish line was crossed and the spectators could look up "Number 8" on their programs that they knew the outcome. About one hundred yards from the tape Raleigh shot out from the bunch and gained a clear lead of about twenty yards. After that supreme effort he was not in danger of being overtaken and he sat up and laughed at the others as he crossed the tape. By a beautiful sprint in the last ten yards Clinton Ayres, a youngster affiliated with the Bay View Wheelmen, beat out F. Montville for second place. With the exception of Raleigh the first twelve men finished well together. Frank W. Eifler led the scratch men across the tape in a stirring finish. "Wally" Smith was second and he was going great guns. At twenty miles Smith had not caught up with the other men in his division and he must have ridden the pluckiest ride of his life to close the gap in the last five miles. Louis J. Weintz was two-fifths of a second behind Smith, and George Wiley finished a second later than

Weintz. Adam Beyerman, of the New York A. C., was the fifth scratch man to finish.

The race was admirably conducted by the Bay View Wheelmen and to "Jack" Weunsch, Richard Stern, Edwin L. Weunsch, Gus Krantz, Frank Drastal, John Rein, Louis Moll and Julius Eisle must be given the credit for its success, for this committee worked night and day for weeks to bring the eighteenth annual to a successful culmination. It goes almost without saying that Will R. Pitman acted as referee—and he had helped the committee not a

little in the days preceding the race, too, which is not usual with the common run of referees.

It is hard to estimate the number of spectators that saw the race because some were at the Irvington turn, some at Millburn, others scattered along the course, while at the start and finish point it is estimated that 5,000 people had gathered. In all, nearly 10,000 persons must have witnessed the race from some point or other.

Of course, the fakirs were at Hilton Woods. No race would be a success without the vendors of pies, sandwiches, soft drinks and other things that play havoc with digestions. Petite city maidens rubbed elbows with their country cousins, the former lined along the course in automobiles while their less fortunate sisters were just as happy from the vantage point of the venerable family carryall or hay shelving.

One of the most conspicuous figures at the start was Will R. Pitman, the referee. "Pit" was right in his element and between admonishing the riders not to accept any outside pace and answering the salutations of thousands of friends with a cherry "Happy days to you," he kept right busy.

One of the prizes that will be valued more than any other was that awarded to Peterson, the little Newark German, who rode such a plucky race and finished fifth. Genial "Bob" Stoll, of Newark, had given a medal, done in bronze, with the figure of a racing cyclist, in silver relief, to the rider, who should, by his riding, show that he was entitled to it. It was called the "honor prize" and Peterson well deserved it, for he rode a plucky race, setting the pace the greater part of twenty miles and then finishing well up among the place winners.



F. W. EIFLER, WINNER OF TIME PRIZE.



THE OFFICIAL WAGON, ALSO A NEWARK COP.

VIEW OF THE CROWD GOING HOME.

Another little incident that shows that cycle racing is getting back to what it should be was the decorating of Raleigh with a ribbon sash, significant of his great victory. It bore the inscription: "Winner Irvington-Millburn Road Race 1906," and Raleigh showed himself in true colors when he said he would not take ten dollars for the sash.

The National Turn Verein Wheelmen won the cup for the club having the most riders in the race, with the Edgecombe Wheelmen a close second.

The record for both colored and out-of-town riders was broken. There were no less than nine negroes and as always has been the case, they failed to show the stamina of their white competitors. Among the notable visiting riders were George Wiley, Syracuse, N. Y.; W. Richard Stroud, of the old guard of Philadelphia, looking none the worse from the ravages of time; Charles Van Delker, Cranford, N. J.; William Bussey, Brockton, Mass.; E. B. Wusterbarth, Meriden, Conn.; J. A. Cox, West Virginia; C. Helander, Brockton, Mass.; Theodore Schulz, Reading, Pa.; P. C. Heidrich, Chauncey, N. Y.; William Bewley and Harry Bewley, of Reading, Pa.; William Ivey, Atlantic City, N. J.; William O'Brien, Mount Hope, N. J.; A. R. Ives, Meriden, Conn., and Peter J. Baum, Port Richmond.

The prize list this year was nothing to be sniffed at. There were upwards of fifty prizes. Raleigh received a Yale-California motor bicycle, valued at \$175, for his efforts and Frank Eifler, who won first time prize, will be expected to entertain his friends by selections on the handsome upright piano he won. There were numerous wheels, among them being a Yale, Reading Standard, Pierce and Columbia. Eleven pairs of tires, five coaster brakes, four lamps and several saddles were also included in the list, beside a varied assortment of other articles, so that everybody who finished ought to be happy.

Walter Raleigh, the lad who won this classic race, is a soft spoken young man who lives in Brooklyn; in fact, he has lived there all his life, having first seen the light

of day November 2, 1883. While his brilliant victory was a surprise, still he was a possibility from the start, barring accidents. Raleigh has been riding a bicycle for three years and although he has never won any such victories as this, he has been riding steadily. He finished second in the novice race at the first Vailsburg meet this year. What makes his victory all the more deserved is the fact that he had never ridden over the course before, having done all his training on Long Island, where such hills as those he encountered in the Irvington-Millburn race, are an unknown quantity. Raleigh claims descendancy from the distinguished Sir Walter Raleigh and, indeed, his polite manner and gentle voice would seem to indicate the fact. He is a member of the National A. C., and the Century Road Club of America, weighs 142 pounds and is 5 feet 7½ inches in height. He won the race on a Pierce wheel, geared to 92, with 7-inch cranks and shod with Palmer tires.

Frank W. Eifler, the winner of the first time prize, is too well known to historize his life. He comes from a family of racing cyclists, and he and his brother, Joseph, always are among the time prize winners in road races. He is a member of the Century Road Club Association. He rode a beautiful race on a Reading Standard wheel, geared to 92, and fitted with Palmer tires.

The summary follows:

Pos.	Rider.	Club.	Hdep. M. S.	Time. H. M. S.
1.	Walter Raleigh, Nat'l A. C.	6:30	1:14:13	
2.	Clinton Ayres, Bay View W.	7:00	1:14:45	
3.	Frank Montville, Newark	6:00	1:13:45½	
4.	Harry Gottschalk, B. V. W.	6:30	1:14:15½	
5.	Peter Peterson, B. V. W.	5:30	1:13:15½	
6.	Tony Bizzarri, Edgecombe W.	5:30	1:13:16	
7.	F. L. Fisher, National A. C.	5:30	1:13:16½	
8.	B. Neushafer, Nat. T. V. W.	7:00	1:14:52	
9.	Charles James, Bay View W.	5:30	1:13:23	
10.	Gus Mussman, Pierce W.	6:00	1:14:04	
11.	Charles Lange, Bay View W.	6:30	1:14:25	
12.	Peter Schmidt, Bay View W.	5:30	1:14:21	
13.	Frank W. Eifler, C. R. C. A.	sc'h	1:08:51½	
14.	Wally Smith, Maplewood S. C.	sc'h	1:08:51½	
15.	Jack Forsythe, Edgecombe W.	3:00	1:11:51¼	
16.	L. J. Weintz, N. Y. A. C.	sc'h	1:08:51½	
17.	W. J. Kluczek, Roy W.	1:30	1:10:02	
18.	P. E. Bourget, Edgecombe W.	4:30	1:13:22½	
19.	W. J. Ertel, Nat. T. V.	4:30	1:13:22½	
20.	Geo. H. Wiley, Syracuse	sc'h	1:08:53	

21.	Tom Smith, Nat. T. V.	1:30	1:10:28
22.	Adam Beyerman, N. Y. A. C.	sc'h	1:08:58½
23.	Arthur R. Wilcox, Nat. A. C.	1:30	1:10:30
24.	P. C. Heidrich, Chauncey, N. Y.	3:30	1:12:30½
25.	Courtney Peer, B. V. W.	1:00	1:10:00½

The other finishers were: 26, P. J. Baum, Tiger W. (2:30); 27, W. Richard Stroud, Philadelphia (1:00); 28, Joseph M. Eifler, C. R. C. A. (1:00); 29, R. J. Taggart, Newark (5:00); 30, R. J. Sheridan, East Orange (5:00); 31, William Bewley, Wyomissing, Pa. (3:00); 32, Chris. Kind, Edgecombe W. (5:00); 33, Wm. Wehner, Harrison, N. J. (6:00); 34, E. B. Wusterbarth, Meriden, Conn. (6:00); 35, Gustave Duester, C. R. C. A. (1:00); 36, J. T. Halligan, Bay View Wheelmen (scratch); 37, W. Morton, Harrison, N. J. (5:30); 38, Ed. Ash, Newark (6:00); 39, A. R. Ives, Meriden, Conn. (1:30); 40, Harry Bewley, Wyomissing, Pa. (3:00).

TIME PRIZE WINNERS:

1.	F. W. Eifler, C. R. C. A.	scratch	1:08:51½
2.	Wally Smith, Maplewood S. C.	scratch	1:08:51½
3.	L. J. Weintz, N. Y. A. C.	scratch	1:08:51½
4.	G. H. Wiley, Syracuse, N. Y.	scratch	1:08:53
5.	A. Beyerman, N. Y. A. C.	scratch	1:08:58½

Schwab Tries Tricks Abroad.

Oscar Schwab was at some of his old tricks at the race meet at Roanne, France, May 20. The former Newarker, Schilling and Michaud, met in a three heat match race. In the first Schwab finished first, but was moved to third place for crowding down on Schilling. In the second heat Schilling was leading Michaud and Schwab when the German-American tried to foul Michaud. At that instant his tire burst and he and the Frenchman went down together. The judges placed Schwab third again for irregular riding. The third heat was the only one ridden fairly and it resulted in Schilling's leading Schwab across the tape by a clear length, Michaud coming in third. The victory of the match was given to Schilling, with Michaud second and Schwab third.

Mettling Trimmed at Antwerp.

Louis E. Mettling, the Bostonian, who is enjoying a sojourn on the other side, was defeated by Lorgeu and Arthur Vandestuyft, the well-known six-day rider, in a motorpaced hour race at Antwerp, May 20th. In that period Lorgeu covered 48 miles 1,273 yards, and was adjudged the winner. Vandestuyft was nearly a mile behind; Mettling finished third.

Great Going on the Fort George Grade.



COMING THROUGH THE "OPENING" UNDER SUBWAY STATION. TIMERS AT TELEPHONE ON TOP OF HILL.
GENERAL VIEW AT THE FOOT OF GRADE.

Stanley T. Kellogg gained two medals and lost one in the New York Motorcycle Club's annual hill climbing contest on the Fort George grade, on Wednesday last, May 30th. He won the contest for touring machines and finished second in the slow contest, but in doing so he lost the medal he won last year. He was wearing it as a fob and in some way it became detached and fell off. He is still mourning his loss.

Oscar Hedstrom did better than Kellogg. He finished first in both the free-for-all event and in the slow climb and he lost no medals—that is, unless a rather odd protest that was lodged against him and also against Kellogg and George N. Holden, who took second place in the touring class, is sustained. Kreuder and Horenburger charged that their tires were not according to catalogue specifications and also alleged professionalism in that the Springfielders'

entry fees had been paid by check of the Hendee Mfg. Co., a fact which was known before they started. Hedstrom has an interest in the Hendee company and Kellogg is employed in the office. Tires were among the articles of equipment which the club's definition of a stock machine permitted to be changed; it required, however, that road tires be used and the Springfield men claim that their Palmer tandem tires fulfilled this requirement. The charges or protests were not filed until all of the events had been run and won and few knew of them until the following day.

The free-for-all was the first event run and Hedstrom was the first man to essay the rough 10 per cent. 2,812 feet climb. He came on the scene with a new two cylinder five horsepower machine and flew up the grade like a streak. He was entitled to two trials, but one was all that was necessary.

His time, 36 $\frac{3}{4}$ seconds, set up a new record for the hill and remained untouched. Kellogg, on a 4 horsepower Indian, came nearest to it. He did 39 $\frac{1}{2}$. Three others started, all on two cylinder machines, and all got well inside the one minute mark but each of them had a portion of hard luck. W. H. Wray (Indian) mistook the finish line on his first trial and stopped too soon; on his first flight H. J. Wehman (Curtiss) jammed his brake and bent an axle and could not have taken the second trial if he wanted to and J. P. Bruyere (Curtiss) was bothered by misfiring.

The contest for regularly catalogued single cylinder machines of less than three horsepower, naturally attracted the biggest field of entries and the 135 pound weight limit made things inconvenient for the light weight riders. The "ballast" provided was rather awkward to carry. One rider

stowed a two-pound wrench in his pocket; Kellogg carried an immense five pound nut strapped to his waist, but the real feather-weights were obliged to tie lengths of lead pipe to their machines. As in the free for all event, each competitor was given two trials, the fastest to count, and it is suggestive that all save three of the men made their speediest ascents on the second attempt.

Half the fun of these one-at-a-time contests is in watching the faces and noting the spirits of the rival riders or their adherents. Thus, the Horenburger-Marsh camp was in high feather for quite some time. Horenburger, who has entered practically every contest run in this vicinity for the past three years, has had an almost uninterrupted succession of hard luck and breakdowns. On Wednesday, on his first trial, he surprised everyone by going up the hill in 1:09 $\frac{3}{4}$. Man after man followed him, but his figure stood until young Fox, carrying twenty odd pounds of lead pipe, came up. When he flashed over the line in 1:04 $\frac{3}{4}$ the Horenburger spirits fell and the Fox-Indian partisans began to smile—a smile which broadened when Holden also bettered Horenburger's time. In due season the Fox-Holden-Indian smile came off. Twice F. D. Russell, a tall, slim young fellow on an R-S, had made the flight and on each occasion the timers on the summit, with telephone receivers glued to their ears, had failed to catch the "Go!" shouted into the telephone below. The young man's efforts went for naught. The third time there was no hitch. Russell came like a rocket and was clocked in 1:02 $\frac{3}{4}$. The Indian visages underwent a sudden change. Their smile passed over to the R-S contingent, which was more numerous than in former years. Before all this happened, both the Indian and the R-S camps had had some hopes dashed to earth. Kellogg, the Indian hope, had punctured on the brow of the grade, and Baker, one of the R-S prides, had fallen far short of expectations. Baker is one of the men able to get every ounce out of a motor, but he misjudged conditions. He had tried his high-g geared mount on the smooth grades of Long Island. The gear was too high for the rough going on Fort George and Baker refused his second trial.

On the second round, both Horenburger and Russell fell short of their first performances, while Holden improved his mark, doing 1:01 $\frac{3}{4}$; it was only after a considerable delay that the latter was displaced. Kellogg, who had been repairing his tire, did the displacing. Crouched away down, he fairly jumped over the brow of the stone paved hill and flew down the comparatively level macadam near the finish at a pace that required no watches to tell that he had made the fastest ascent. His time, 49 $\frac{1}{2}$ seconds, is nearly two seconds faster than the hill ever was ascended by a single cylinder machine.

The slow contest, which was in the nature of an experiment, savored of trick riding,

The loose belts and loose friction sprockets which the riders employed, placed the test outside the realm of practical motorcycling. Expert balancing, expert use of the brake and expert manipulation to keep the motor



CHAIRMAN DOUGLAS, OF THE F. A. M. COMPETITION COMMITTEE, QUIZZES KELLOGG AND HEDSTROM.

from "stalling" were the features of the affair. Oscar Hedstrom easily proved the slowest of the "crawlers." He took 6 minutes 16 seconds to make the ascent and said he could have gone slower if his legs had

not become tired applying the brake. George Holden was the only man who "stalled." Within ten yards of the tape, he "cut it too fine" and stopped his engine. The contest, however, enabled the one-armed Toe-pel to show his remarkable expertness. Despite the fine manipulation necessary, he finished fourth—and in the fast climb, he was not the tail ender, either. The hill is that rough that any ordinary two-armed man who attempted to ride it would be spilled in no time at all. It is exactly 2,812 feet long, the first 1,960 feet being of Belgian block with a uniform pitch of 10 per cent.; the remainder is of macadam with a three per cent. rise. The Subway railroad emerges from the side of Fort George hill and becomes an elevated structure, a station occupying part of the grade near the base; the supporting pillars narrow the roadway to about five feet at that point and as the rider swings at right angles from the wide street on which he gathers momentum and darts through the "opening" between the curb and the iron pillar, there is a splendid opportunity for untoward things to happen; fortunately, nothing of the sort occurred.

On Wednesday, Joseph Oatman served as referee and major domo at the top, and Capt. A. J. Bendix as starter and generalissimo at the foot of the hill.

The summary:

SLOW CLIMB, OPEN.

Oscar Hedstrom, $\frac{2}{4}$ h. p. Indian.....	6:16
Stanley T. Kellogg, $\frac{2}{4}$ h. p. Indian.....	5:44 $\frac{3}{4}$
James N. Boyce, $\frac{2}{4}$ h. p. R-S.....	5:11
M. E. Toepel, $\frac{2}{4}$ h. p. Indian.....	4:57
Albert Kreuder, $\frac{3}{4}$ h. p. Marsh.....	4:27
Harry Jarman, $\frac{2}{4}$ h. p. R-S.....	4:25 $\frac{3}{4}$
Harry H. Cobe, $\frac{1}{4}$ h. p. Metz.....	4:24 $\frac{3}{4}$

FOR TOURING MACHINES NOT EXCEEDING THREE HORSEPOWER.

Rider.	Weight.	H. P.	Machine.	Fastest Trial.	Punc.
1. Stanley T. Kellogg, Springfield M. C.....	135	$\frac{2}{4}$	Indian	0.49 $\frac{3}{4}$	1.07 $\frac{3}{4}$
2. George N. Holden, Springfield M. C.....	135	$\frac{2}{4}$	Indian	1.01 $\frac{3}{4}$	1.04 $\frac{3}{4}$
3. F. D. Russell, Jr., New York.....	135	$\frac{2}{4}$	R-S	1.02 $\frac{3}{4}$	1.04 $\frac{3}{4}$
4. Henry Fox, New York.....	135	$\frac{2}{4}$	Indian	1.04	1.04 $\frac{3}{4}$
5. O. H. Schneider, New York.....	168	$\frac{2}{4}$	R-S	1.04 $\frac{3}{4}$	Stop'd
6. Wm. Schleicher, Mt. Vernon.....	135	$\frac{2}{4}$	Indian	1.06	1.10 $\frac{3}{4}$
7. Walter Goerke, Brooklyn.....	139	$\frac{2}{4}$	R-S	1.09 $\frac{3}{4}$	1.11
8. F. W. Horenburger, N. Y. M. C.....	163	$\frac{3}{4}$	Marsh	1.09 $\frac{3}{4}$	1.11 $\frac{3}{4}$
9. Edward Brereton, New Haven.....	135	$\frac{2}{4}$	R-S	1.10 $\frac{3}{4}$	1.16 $\frac{3}{4}$
10. R. G. Betts, N. Y. M. C.....	135	$\frac{2}{4}$	Indian	1.10 $\frac{3}{4}$	1.13 $\frac{3}{4}$
11. Albert Kreuder, N. Y. M. C.....	167	$\frac{3}{4}$	Marsh	1.13	1.23 $\frac{3}{4}$
12. John A. Schleicher, Mt. Vernon.....	135	$\frac{2}{4}$	Indian	1.19	1.22 $\frac{3}{4}$
13. Archie Jeanotte, N. Y. M. C.....	135	$\frac{2}{4}$	R-S	1.22 $\frac{3}{4}$	1.22 $\frac{3}{4}$
14. F. A. Baker, Brooklyn M. C.....	145	$\frac{2}{4}$	R-S	1.25	1.42
15. Edward Swain, New Haven.....	137	$\frac{2}{4}$	R-S	1.26 $\frac{1}{2}$	1.42
16. M. E. Toepel, N. Y. M. C.....	150	$\frac{2}{4}$	Indian	1.27	Stop'd
17. E. M. Avery, New York.....	150	$\frac{1}{4}$	Indian	1.44 $\frac{1}{2}$	Stop'd
18. Harry H. Cobe, New York.....	138	$\frac{1}{4}$	Metz	Stop'd	Chain broke

FREE-FOR-ALL EVENT—NOT EXCEEDING FIVE HORSEPOWER.

Rider.	Weight.	H. P.	Machine.	Time.
1. Oscar Hedstrom, Springfield M. C.....	168	5	Indian	.36 $\frac{3}{4}$
2. Stanley T. Kellogg, Springfield M. C.....	135	4	Indian	.39 $\frac{3}{4}$
3. William H. Wray, Brooklyn M. C.....	166	4	Indian	.41 $\frac{3}{4}$
4. J. P. Bryere, Passaic, N. J.....	185	5	Curtiss	.48
5. H. J. Wehman, Brooklyn M. C.....	135	5	Curtiss	.54

Butler Beaten in a Swift Race.

The veteran, Nat Butler, of Cambridge, went down to defeat at the hands of Piet Dicketmann, in an 100-kilometre motor-paced race, at the Steglitz track, Berlin, on May 20. Dicketmann covered the distance, 62 $\frac{1}{2}$ miles, in 1 hour 12 minutes 42 seconds and at the finish Butler was 750 metres behind. Guenther finished second and Demke third. At the hour the men had covered 50 miles 606 yards, within five miles of the world's record. All the world's records up to 50 kilometres were broken,

Moran Meets Defeat Once More.

At the Velodrome Parc du Princes, Paris, on Sunday, 13th inst., James F. Moran finished third in a 20-kilometer motorpaced open race. The race was run in heats, Lorgeu and Dussot qualifying in the first, while Simar beat Moran by a lap in the second. The final heat was closely contested, Lorgeu ultimately winning out by 250 metres with Simar second. Moran finished 500 metres behind Simar, beating Dussot by a quarter of a lap. The time was 14 minutes 40 seconds.

PIANO FOR HOLMDEN'S PARLOR

Goes from Ohio to Michigan to get it—
Fast Time in Belle Isle Race.

H. Adler, of Detroit, Mich., riding with a handicap of six minutes, won the classic twenty-five mile handicap Belle Island road race at that city on Decoration Day. G. C. Costello, C. E. Taylor, W. E. Addison and Arthur Sockall, all Detroit riders, finished in the order named, for second, third, fourth and fifth place prizes. The riders were all well bunched at the tape and the crowd of several thousand people cheered Adler as he sprinted across the finish line. Paraphrasing Julius Caesar, J. Holmden, of Findlay, Ohio, came, rode and conquered—or rather had shipped home—an upright piano valued at \$350. Holmden rode a beautiful race from scratch, making the fastest time, 1 hour 5 minutes and 34 seconds, with H. Bigelow, another scratch man, hailing from Chicago, but a fifth of a second behind. Adler, the winner, finished third for time. The guerdon was awarded W. Anderson, of Toronto, next in order, who was three minutes behind Adler.

In spite of the fact that more than sixty riders started and thirty-one stuck until the finish, the race was not so exciting as previous Belle Isle races. This probably is accounted for by the fact that many of the fastest men failed to show up. Buffalo was to have sent a large delegation of her fastest speed merchants, but they sent word that they were afraid of missing the boat home and therefore would not make the journey to Detroit. William Blum, of Chicago, who rode second to George Wiley, a year ago, with Bigelow, of the same city, and Holmden, of Findlay, Ohio, were the only scratch men, none of the one minute men showing up for the start. Blum would, no doubt, have won first time prize, or have come very close to it had not the fates been unkind to him. He changed mounts no less than three times during the race and finished but two minutes behind Holmden.

One of the largest crowds that has ever witnessed this time honored cycle race was out to see this year's event, as usual, promoted by the Detroit Wheelmen. It is estimated that 10,000 spectators lined up along the main stretch above and below the finish. The throng was well handled by the police, especially at the turns, where in previous years the riders always have experienced difficulty in rounding them without running into some spectators.

Foster Walker, the Detroit messenger boy, who has figured more or less prominently in every road race to date, was one of those to come in at the eleventh hour; he was given eight minutes. Walker appeared in a brilliant carmine racing suit and rode in clever style for the first three of the five laps, but on the lower turn to the Canadian shore, he, Surtman and Adler got in a mix-up. Walker and Surtman fell, the

latter badly injuring his knee, and Walker received a number of contusions. Surtman gave up the fight, but Walker was game and rode on till the finish, coming well up in the standing and receiving a cuckoo clock, which he is at a loss to know what to do with.

The summary, arranged according to the actual time made by each rider, is as follows:

Name and Residence.	Hdep. Min.	Actual time. H. M. S.
J. Holmden, Findlay, O., scratch...		1:05:34
H. Bigelow, Chicago, scratch.....		1:05:34½
W. Anderson, Toronto, 6 min.....	6	1:09:20
H. Adler, Detroit, 6 min.....	6	1:06:30
G. C. Costello, Detroit, 10 min....	10	1:10:31
C. E. Taylor, Detroit, 10 min....	10	1:10:32
W. E. Addison, Detroit, 6 min....	6	1:06:33
Arthur Sokoll, Detroit, 10 min....	10	1:10:34
H. Robb, Detroit, 9 min.....	9	1:09:35
W. Koch, Detroit, 10 min.....	10	1:10:55
F. Bagnall, Detroit, 7 min.....	7	1:10:21
Foster Walker, Detroit, 8 min....	8	1:11:22
G. H. Barnes, Detroit, 8 min....	8	1:12:23
W. Meagher, Detroit, 10 min....	10	1:13:30
O. Brown, Detroit, 7 min.....	7	1:11:50
Wm. Adam, Detroit, 10 min.....	10	1:15:33
Fred R. McCarthy, Stratford, Ont., 2 min.		1:07:35
W. McCarthy, Stratford, 2 min....	2	1:07:35½
H. McDonald, Toronto, 4 min....	4	1:09:36
W. Andrews, Toronto, 4 min....	4	1:09:36
R. Roeder, Detroit, 9 min.....	9	1:14:40
W. Cornell, Hamilton, 5 min.....	5	1:10:41
Andrew Travis, Detroit, 10 min....	10	1:17:30
W. Blum, Chicago, scratch.....		1:07:31
G. Mowen, Detroit, 7 min.....	7	1:15:05
Geo. Hunt, Detroit, 10 min.....	10	1:19:00
C. Hogg, Detroit, 7 min.....	7	1:16:01
F. R. McManus, Detroit, 8 min....	8	1:17:45
H. H. Tyler, Detroit, 9 min.....	9	1:20:30
Wm. Burman, Jackson, 8 min....	8	1:21:30
C. G. Caranahan, Detroit, 10 min....	10	1:24:00

Kramer Continues to Beat the French.

Frank L. Kramer, the American champion, again defeated Gabriel Poulain, the world's champion, this time at Nantes, France, Sunday, May 20th, in a match race run in heats. The first heat was won by Poulain by half a wheel, Kramer winning the other two heats without exerting himself. Following this victory he won the 900 metres handicap, starting from scratch, and setting up what was announced as a new world's record. The time was 1:16, the former record being made several years ago by "Major" Taylor. Lootens (70 yards) finished second by half a wheel and Huby (50 yards) was third. After that victory the American received the usual ovation, bouquet and executed the "tour d'honneur."

At Toulouse, on May 13, a match race, best two heats in three, between Frank Kramer and Emil Friol, was the principal event. Friol won the first heat by a narrow margin. Kramer won the second heat with ease, but in the last the Frenchman gave him a rare go, the American winning ultimately by the thickness of a tire.

RACED ON OUTLAW TRACK

Seekers of "Easy Marks" Gather at Millville and now may Reap Regrets.

Millville, New Jersey, and the outlawed Union Lake Park bicycle track, attracted many pot hunters on Decoration Day. A team of three riders from Brooklyn, namely, Victor J. Lind, Herman Lind and J. H. Bennett, made the journey to South Jersey and came back with most of the prizes. They are likely to hear from the National Cycling Association.

Three races were held, the first being a one-mile open in three heats and a final. Herman Lind won the first heat with ease, with Mori, of Vineland, second, and Dan Trotter, of Philadelphia, third. Time, 5:07. Victor Lind captured the second heat, McQuay, of Camden, finishing second, and Kifer, of Camden, third. Time, 2:45. Bennett won the third heat in 2:49, Demorest, of Atlantic City, crossing the tape second and Bartholomew, of Philadelphia, third. In the final heat Bennett had an easy victory, beating out Victor Lind for second place and Demorest for third. Time, 3:14.

The next was a mile handicap. Bennett won the first heat from ten yards, Trotter (scratch) coming in second and Herman Lind (25 yards) third. Victor Lind (25 yards) finished second with Mori (scratch) third. Bartholomew was given 65 yards and made good by beating out McQuay, from scratch. Ranigan, of Millville (45 yards) was third. Time, 2:28. Victor Lind won the first prize in the final heat, Demorest finishing second and Trotter third. Time, 2:29.

In the five-mile handicap, Bennett was placed on the 10 yard mark and he won the event easily, Victor Lind (65 yards) finishing second and his brother, Herman Lind, on 50 yards, third. The Philadelphian, Dan Trotter, finished fourth from scratch. Time, 13:25.

Moran at Last Gets in Front.

James F. Moran, of Chelsea, Mass., won his first victory abroad on Sunday, May 20, and with it the distinction of winning the famous "Golden Wheel Race of Buffalo." It came as a surprise, did Moran's victory, for he managed to qualify only by winning the repechage, or consolation heat. The final heat was at 50 kilometres, about 31 miles, and the men were sent away with Cesar Simar on the pole, Rugere next and the American on the outside. Moran was the first to tack on behind his motor and straightway began to cut loose in Yankee fashion. At 10 kilometres Moran had a good lead over Simar with Rugere in third place. After that Simar changed places with Rugere, but the pair were never able to overtake the American and Moran finished two laps and one-half to the good. Simar was nine laps behind Rugere. The time was 45:58½.

CLEAN SWEEP!



INDIANS TRIUMPHANT EVERYWHERE.

AT NEW YORK.

In the New York Motorcycle Club's Hill Climbing Contest, May 30th,
the Indian repeated its victories of 1904 and 1905.

Touring Class—Indians 1st and 2nd.

Racing Class—Indians 1st and 2nd.

Slow Climb—Indians 1st and 2nd.



In each class its victory was won by such substantial margins as to leave no room for question.

AT CHICAGO.

Chicago Motorcycle Club's Racemeet, May 30th.

Indians—Three 1sts,

and an exhibition five miles in 5:07 $\frac{3}{8}$.

AT WORCESTER.

Worcester (Mass.) Automobile Club's Hill Climbing Contest, May 23rd.

Indians—1st and 2nd in Motorcycle Class.

AT PRINCETON, N. J.

Princeton University Automobile Club's Hill
Climbing Contest, May 25th.

S. L. Morton on an Indian beats all autos,
except one 35 h. p. touring car.

AT BALTIMORE, MD.

Indian, from scratch,

wins the five-mile

handicap at auto meet at

Electric Park, May 30th.



THE INDIAN LEADS

simply because it has earned the right to lead. Its reputation is based on performance, not promise.

Have you ever read that chapter, "Auswering an Important
Question," in our 1906 catalogue?

HENDEE MFG. CO., - Springfield, Mass.



RACED IN THE RAIN

Small Field of Starters in Chicago Event—
Scratchmen Lost in the Shuffle.

In marked contrast to the Decoration Day races of former years was the annual twenty-five mile handicap road race of the western division of the Century Road Club Association at Chicago, on Wednesday last. In place of 300 or 400 riders only nineteen faced the starter in the dash to Evanston and back. Just why there was a paucity in numbers it is difficult to determine for there seems to be more genuine cycling interest in and around Chicago this year than for several years past. However, what the race lacked in numbers was made up in enthusiasm, both on the parts of the riders and the large crowd of spectators who witnessed the contest.

H. C. Wittman, riding with a handicap of four minutes, won first place prize in 1:10:13, while the first time prize was taken by Emil Blum for the second consecutive time. Blum's time was 1:08:27, which was two minutes slower than the record established several years ago by his brother, "Farmer" Blum.

The start was made from the Grant monument in Lincoln Park at 10 o'clock, the riders being sent away in detachments with handicaps up to ten minutes. J. B. Murphy, an unattached rider, was the sole limit man and he left in a drizzling rain which made slippery going the rest of the distance. Herman Hultgren, a former "star," started from the honor mark with Blum. The fastest time was made on the trip north as a strong wind at their backs materially aided the riders, but on the return trip they encountered the hardest kind of plugging and several succumbed to the grind before the finish was sighted.

Shortly after 10 o'clock Wittman sprinted down the east drive of the park and won the race hands down—he was all alone. A minute and a half later John Schudtt, also a four minute marker, crossed the tape, followed by John Lynch, who had started from five minutes. Schudtt's time was 1:11:14 and Lynch's, 1:11:17. A. F. Sanlow, one of the low markers, copped second time prize in 1:09:16, while third time went to Edward Miller, one minute handicap, who covered the twenty-five miles in 1:09:27. The rest of the riders were strung out along the course and came in slowly.

Long Marker Wins at Atlantic City.

William Reed, riding with eight minutes handicap, won the annual Decoration Day road race at twenty-five miles, of the Atlantic City Wheelmen. Reed was placed on the limit and finished handily. W. Filmer won second place prize. The race was held on the Pleasantville-Mays Landing

course and it is estimated that when the starter gave the signal that sent the limit men on their journey there were nearly 3,000 spectators assembled at the start.

More interest centered on the performance of the scratch men than the long markers. The honor men all came over the line well bunched, Charles Van Doren, the local champion, beating out Richard Hemple for first time prize by one second. Van Doren's time was 1 hour 10 minutes 48 seconds. William Buffeleo won third time prize, Frank Young, fourth, and H. Gatewood, fifth.

The place finishers were as follows: 1, William Reed (8:00); 2, W. Linkner (10:00); 3, Charles Van Doren (scratch); 4, Richard Hemple (scratch); 5, William Buffeleo (3:00); 6, Frank Young (4:00); 7, H. Gatewood (5:00); 8, F. Hemple (6:00); 9, Albert Deardon (5:30); 10, Edward Maguire (5:30); 11, James Teague (11:00); 12, Elwood Ogden (11:00); 13, William Ash (10:00).

10,000 Witness Washington Park Events.

Both the bicycle races at the opening of Washington Park-on-the-Delaware, N. J., Decoration Day, were closely contested and it is estimated that 10,000 people were in attendance at the athletic games. Most of the interest centered in the three-mile handicap which had eight starters. The field soon closed up and all the riders kept well together until the last two laps when Jamieson, Logue and Baumgardner pulled away from the others. On the last lap Jamieson cut down on the pole, fouling Logue, and finishing first, but the judges gave the victory to Logue, moving the offender back to second place. The one-mile handicap was won by Logue from Jamieson in a hair raising finish. The summaries:

One-mile handicap—Won by Michael Logue, Philadelphia (10 yards); William Jamieson, Trenton (10 yards) second; H. Wilston, Philadelphia (10 yards) third. Time, 2:03 $\frac{3}{4}$.

Three-mile handicap—Won by Michael Logue, Philadelphia (25 yards); William Jamieson, Trenton (30 yards) second; M. Baumgardner, Philadelphia (25 yards) third. Time, 8:24 $\frac{3}{4}$.

Two Men and a Club.

Fling out the banners to the breezes and shout the glad tidings o'er all the earth. Baltimore, Md., has a new cycle organization, the Crescent Bicycle Club. It was organized May 21, with two members—Thos. W. Baker and Charles O. Reveille. Reveille elected Baker president and captain, while Baker voted for Reveille as secretary and color bearer. Both officers were unanimously elected, naturally. Although starting out with the same number of members as did the Century Road Club of America years ago, the Monumental City's new club has hopes and accordingly has called a club run for to-morrow, Sunday, 3d inst.

WON BY "DARK HORSE"

Nelson the "Real Thing" in that Line—
Upsets the Grand Rapids Talent.

Harry Vaughn, riding with a handicap of five minutes, won the annual fifteen mile handicap road race, promoted by the Grand Rapids (Mich.) Bicycle Dealers' and Repairmen's Association, and held over the Comstock Park course in that city, Decoration Day. His time for the distance was 45 minutes 22 seconds. Although Vaughn rode a plucky race and finished first the real star of the day was Nelson, a little negro who struggles through life under the impossible appellation of "Frenchy." Nelson started from scratch and rode a plucky race, finishing in second position and winning first time prize. His time was 40:42, almost record time, and only twenty seconds behind the winner. Nelson received a Cleveland racer for his efforts and Vaughn, who rode a National, was given a National for being the first rider of that make machine to finish.

On account of the heavy rainfall during the night the track at Comstock Park was unfit for racing and so the event was started at the main entrance of the fair grounds and finished in the rear of the grandstand. A heavy track and a fresh southerly breeze fagged the riders on their return from Plainwell. The race was the best ever held in Grand Rapids and the large fields and the great interest displayed by the spectators shows a return to popularity of this sport in the Michigan city.

This is the way the riders finished and their times: 1, Harry Vaughn, 42:22; 2, "Frenchy" Nelson, 40:42; 3, Albert Wagner, 44:55; 4, Joe Prett, 45:05; 5, Charles Whitman, 46:53; 6, Albert Miller, 47:11; 7, Howard Ferguson, 42:35; 8, J. J. Cornelius, 46:05; 9, Robert Tyler, 46:12; 10, F. B. Elmer, 45:11; 11, Clarence Willey, 46:42; 12, F. Gilmer, 44:43; 13, Arthur Gillett, 44:43 $\frac{1}{2}$; 14, John DeVoogd, 47:50; 15, John Lardie, 48:25; 16, John Love, 48:30; 17, John Rohan, 49:02; 18, Jacob Kruienga, 45:26; 19, Edward Johnsam, 50:55.

Following this race the one mile championship for Kent county was run. It was won by the ebony skinned lad, Nelson, with hands down. The final heat of the boys' race was captured by J. C. Nelson, a brother to "Frenchy," Mel. Vanden Berg finishing second and James Hendricks, third. Only two contestants appeared for the motorcycle event, Frank Deane and Commodore Kline. Deane led all the way and finished far ahead of Kline. As these last races were straightaway events down the road it was impossible to take the time in them.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

“I recommend the Morrow to all Motorcyclists”

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

“Words of others tell the story”

GOOD GOING AT RICHMOND

Silas Brown and Don Graves "have it out"
Between them—Don Downs Silas.

Silas Brown, who last year captured first place prize in the fourteen mile handicap road race of the Richmond (Ind.) Bicycle Dealers' Association, was equally successful this year, winning first time prize from scratch. Brown's time for the distance was 38 minutes 16 seconds, which is the fastest time that has ever been made over the Indiana course. The race was held on Saturday last, 26th inst., and although there were numerous other attractions in the city of Richmond, the bicycle race attracted more than its quota of spectators. The race was won by Donald Graves, who was placed on the 15 seconds mark and he won by a sensational sprint in the last 200 yards. The limit men were hopelessly outclassed for Brown, the scratch man, finished second and Elmer Dickinson, another 15 second man, was third, a length behind Brown. As a gentle reminder to ride faster the next time, Norman Showalter was awarded the time-honored bottle of "ketchup." Showalter had the limit and led the procession for half the distance when he fagged out.

Following is the summary:

Pos.	Rider	Hdcp.	Time.
		M. S.	M. S.
1.	Don Graves	0:15	38:30
2.	Silas Brown	scratch	38:16
3.	Elmer Dickinson	0:15	38:32
4.	Charles Draper	2:00	41:00
5.	Homer Evans	4:00	43:30
6.	Harrison Taylor	4:00	44:01
7.	Albert Kiser	4:30	45:00
8.	Raymond Kain	4:00	44:31
9.	"Bobby" Graham	scratch	41:03
10.	Tommy Fryar	3:00	44:07
11.	Rudolph Doloff	3:00	44:08
12.	Karl Weisbrod	2:30	44:30
13.	Harley Cox	2:00	44:03
14.	Albert Kuhlbeck	4:30	45:45
15.	Elmer Brown	1:00	43:45
16.	Glenn Whitesell	(3:30)	45:45; 17, Geo. Kramer (5:00) 47:30; 18, Rufus Hiatt (3:00) 45:43; 19, Harry Black (2:00) 44:47; 20, Everett Crane (3:30) 46:18; 21, Harry Minor (2:30) 45:15; 22, Silas Minner (4:00) 46:50; 23, "Fess" Jones (4:30) 47:21; 24, Louis Dingley (3:30) 46:30; 25, James Godsey (1:00) 44:10; 26, James McCarthy (5:00) 48:15; 27, Norman Showalter (5:30) 58:30; 28, Selby Williams (1:00) 47:30; 29, W. C. Phelph (2:30) 49:30; 30, "Tut" Kuhlbeck (2:00) 49:10; 31, Paul Weisbrod (5:00) 52:50; 32, Carmen Pierson (3:00) 51:10; 33, Amos Carpenter (4:44) 52:18; 34, J. E. Phelps (2:30) 51:10; 35, James Ellens (5:00) 53:35.

Time prize winners:

1.	Silas Brown	scratch	38:16
2.	Don Graves	0:15	38:30
3.	Elmer Dickinson	0:15	38:32
4.	Charles Draper	2:00	41:00
5.	Homer Evans	4:00	43:30

Kellogg and Hoyt Suspended.

It was not until the general publication yesterday of the summary of the event, that Chairman Douglas, of the F. A. M. Competition Committee learned that among those who competed in the Worcester (Mass.) hill climbing contest on May 25, was A. A. Hoyt, of Whitman, Mass., who, as is well known, is under two years suspension. Douglas acted promptly. He notified Stanley T. Kellogg and F. C. Hoyt, the other contestants in the event that pending a convincing explanation they stood suspended for 30 days. He also has requested the American Automobile Association to call the attention of its clubs to the alliance existing between the two organizations, which, it seems, has not been done—a fact that has given rise to considerable misunderstanding. According to the F. A. M. rules, a second offense of like character carries with it a penalty of one year's suspension.

Thomas Wins from Scratch.

"Chic" Thomas, the so-called champion of Baltimore, Md., again proved his supremacy over other local riders by winning the five-mile motorcycle handicap at the automobile race meet at Electric Park, Baltimore, Md., on Decoration Day afternoon. Thomas, astride a $1\frac{3}{4}$ horsepower Indian, was placed on scratch, with Webber ($1\frac{3}{4}$ horsepower Metz) at the quarter; Rayner Strauss ($2\frac{1}{4}$ horsepower Indian) at the three-eighths, and W. S. Fisher ($2\frac{1}{2}$ Indian) at the five-eighths pole. Strauss's machine, soon after the start, developed ignition troubles which put him out of the running, while Fisher and Webber made a game effort to retain their long lead. Their efforts proved of no avail for Thomas finally overhauled and passed them. The time was 8:54.

Barcick Leads the Irish.

Although his name does not indicate the fact, P. E. Barcick claims to have Irish blood in his veins. Anyway, he rode in the three-mile bicycle race which formed a feature of the games of the United Irish Society of Long Island, held at Washington Park, Maspeth, on Decoration Day. The race was a three-mile handicap and the Celt with the un-Irish name won the race handily from scratch. Robert Kealty finished second and Patrick Donovan third. The time was not announced.

Fisher in Front at Celtic Park.

W. Fisher, of the National A. C., of Brooklyn, riding from scratch, won the two-mile handicap bicycle race that featured the games of the Irish-American A. C. at Celtic Park, New York, on Decoration Day. W. C. Nelson, a slender young lad from the Brooklyn branch of the Y. M. C. A., was placed at 140 yards and had no difficulty in finishing second. J. A. Simonds, of the High School of Commerce, on scratch, was third. Time, 5:42 $\frac{3}{4}$.

CADOLLE WINS FAMOUS RACE

Parisians do Best Work in Paris-Bordeaux
—Paced for 366.6 Miles.

Marcel Cadolle, of Paris, one of France's best road riders, and who will probably be seen in this year's six-day race, won the time-honored Bordeaux-Paris road race which was decided on May 12 and 13. The distance is 366.6 miles and Cadolle covered the distance in 19 hours 35 minutes, several minutes better than the time made by Aucouturier, last year's victor. The total prize list of this famous contest amounts to \$1,040.

Seventeen riders showed up at the Quatre Pavillons, Bordeaux, at 6 o'clock, Saturday evening, the 12th, and promptly on the minute the starter shouted "Partez!" and the professional cracks, paced by single wheels, were off on their long journey. The bunch covered the first fifteen miles to Guitres in 35 minutes, Trousselier leading. The pace, however, proved too fast for the second-raters and before thirty miles had been covered there were two divisions, with a long space of twilight separating them. At thirty-one miles the leaders came into contact with a horse and cart, from which Aucouturier, Trousselier and Cornet managed to escape. Despite a severe shaking up Garin and Gaborias caught up with the leaders half an hour later.

At Angouleme, the first control, 79 miles from Bordeaux. Aucouturier was the first to sign at 10 p. m., Trousselier, Cadolle and Georget following, and Cornet arriving at 10:01 p. m. Fleury passed at 10:10, Hesnault at 10:11, Gaborias at 10:22, Bronchard, Poiry, Haert, Pauloin, Vera and Bernard at 11:03, the two inseparables, Decaup and Passerieu being among the missing. Soon after passing Couche-Verac (124 miles), which was covered in 6 hours 42 minutes, Aucouturier, the leader, ran against his pacer's rear wheel and fell, bringing down five of his rivals. All quickly remounted and at the next control, Poitiers (145 miles) the six leaders, Aucouturier, Trousselier, Cadolle, Cornet, Garin and Georget, were bunched again. At 5 a. m. the leader reached Tours (210 miles), but Garin shortly afterwards lost 15 minutes and Aucouturier paused two minutes for refreshments, so that there were only four riders together when Dourdan (330 miles) was reached.

After leaving here Cadolle made his effort and ultimately won by more than four minutes, the final classification being: Marcel Cadolle, Paris, 19:26:35; Henri Cornet, Paris, 19:31:00; Louis Trousselier, Paris, 19:41:10; Emile Georget, Chatellerault, 20:01:35; H. Aucouturier, Paris, 20:27:20; Hesnault, Cherbourg, 23:33:00; Georges Fleury, Luneville, 31:55:00; Ferdinand Gaborias, Bordeaux, 13:55:00; Pauloin, Neuilly, 34:45:00, and Bronchard, Fontainebleau, 34:45:00 $\frac{3}{4}$.

Brooklyn Handicap Attracting Big Entry.

From present indications, it is estimated that when the starter fires the pistol at Valley Stream, L. I., next Sunday, 10th inst., sending the limit men on their twenty-mile ride for the Brooklyn Handicap, that not less than one hundred riders will be on their marks. Already Chairman V. J. Lind, 194 Schermerhorn street, Brooklyn, has received over seventy entries and more are coming in by every mail. Among the out of town riders who have entered are W. Richard Stroud, the well known Philadelphia crack, A. and W. Flanagan, of the same city; George Wiley, the sturdy Syracuse plugger; Charles Van Doren, the Atlantic City crack; Walter Raleigh, the Irvington-Millburn winner, and others. Besides the choice of several gold and silver ordinary and stop-watches for time and place prizes, two sterling silver loving cups will be awarded to the club having the most entries and the other to the club scoring the most points.

Japan for Motorcycle Tourists.

Probably no country offers as many advantages for a long tour a-motorcycle than Japan. As yet, however, there are few motorcycles in use in that country and there have been fewer tourists. For natural beauty, Japan's scenery cannot be surpassed and although the roads are somewhat hilly, grades of one in eight being common, they are as a rule good for motorcycling and there are no speed limits or

other legal obstructions. Gasolene is produced largely in Japan and sells at retail much cheaper than in Europe, the price being about the same as in this country. The import duty on motorcycles was to have been raised on April 1 to forty per cent., but this will not affect the tourists as they may take their machines into Japan as passengers' luggage, free of duty and without paying even a deposit.

Chicago to Lose its Cycle Track.

After many false alarms, the famous old cement bicycle track at Garfield Park, Chicago, Ill., at last will be torn down. The West Park board gave the order last week. The track was built in the early nineties at a cost of \$30,000 and was at its time one of the finest bicycle tracks in the world. It was built solidly of cement and was heavily banked. Many records, some of which still stand as a monument, were broken on the Garfield track.

The Cat Comes Back Again.

Once again has the perennial cat and cyclist story bobbed up. This time it was a Northampton cyclist who was cycling along the Kettering road when a cat ran up his front wheel and wedged herself between the fork and tire, stopping the machine "instantly." The cyclist expected to find the cat mashed to a pulp, but what was his surprise, of course, to see her extricate herself and run off apparently unhurt.

Young Thief Nipped in Newark.

Jacob Holsman, a young Newarker, probably will learn that cycle fancying may have its attractions but that it is, nevertheless, not without its dangers. Two complaints were made in the first precinct police station, Newark, N. J., last week, against Holsman, by John Brown, a grocer, who lost two bicycles from in front of his place, and Louis J. Wurth, the Newark agent for Reading Standards. Holsman is said to have confessed to having "borrowed" several wheels, including those of Brown and Wurth.

Ladies in the Livingston.

The Livingston Bicycle Club of the West End, Albany, N. Y., was organized Monday night with a membership of 14. Officers for the year were elected and the club decided to arrange a series of bicycle trips and outings for the approaching summer season. These are the officers: President, John Kyre; vice-president, Mrs. Samuel Little; recording secretary, Mrs. Albert Couse; financial secretary, Howard Fay, and treasurer, August Holmes.

Capitals Choose their Officers.

At the annual meeting of the Capital Bicycle Club of Washington, D. C., last week, these officers were elected: President, Andrew Parker; vice-president, Samuel E. Lewis; secretary, Harry N. Low; treasurer, J. A. Boteler.

About the Only Argument

ever brought to bear against the use of

**PERSONS****SADDLES**

is that some bicycles are so cheap that the price obtained is not sufficient to permit the use of such a good saddle; in consequence, such bicycles are not only cheap bicycles but uncomfortable ones. We hope yours is not one of that kind.

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PIKE COUNTY REVISITED

Reawakened St. Louis "Resamples" a Historic Cycling Road and Region.

St. Louis, May 29.—Considering that a downpour threatened at any moment, and that the dark clouds had gathered with unusual suddenness about three o'clock, Saturday afternoon, an hour before leaving time for the boat, it is not altogether surprising that only twenty riders put in an appearance for the Pike County tour of the St. Louis Cycling Club, held Sunday last, May 27th.

A trip to Pike county always has been one of the most enjoyable tours available to the St. Louis wheelmen. Lying 100 miles north of St. Louis, just one night's ride by boat, the popularity of the tour to the county, widely known for its splendid road system, developed half a century ago by a company who knew the value of good roads, is easily explained.

Many stirring cycling scenes were enacted on those roads in the early days, 50 and 100 mile road races, participated in by the hardest riders in America being a specialty.

As the clouds of such ominous appearance an hour or so earlier, turned out to be a mere bluff, the crowd was soon up on the hurricane deck of the boat taking in the fresh breeze, the scenery, and the 25-mile race that occurs every week between three or four boats for the Alton wharf.

The investigation committee relieved all anxiety when it reported that the club's secretary, who devotes a portion of his time to the cider business, had sent aboard a case of the extra hard variety; that "Bob" Holm had made good a promise of always being with the club in spirit by having sent a case of bottled goods from the big brewery of which he is now treasurer; and that two thoughtful ones had brought along bottles of the beverage that prevents malaria and is said to cure snake bites.

The cider was conveniently disposed of at the supper table, after which came the always enjoyable feature of spending the evening on the deck, telling stories and reminiscences, drinking to the health and welfare of "Bob" Holm, and watching the comical antics of the negro roustabouts feeling for the bottom of the river with poles and sounding lines, when the pilot is in doubt. Shortly before midnight this began to grow somewhat monotonous; a few retired, but the major portion of them was soon involved in a card game. This latter contingent also got rid of what was left of "Bob" Holm's kind remembrance.

Up to midnight Saturday was one of the finest of early summer evenings, but between that hour and daybreak there was a heavy rain, and Sunday dawned cloudy and cheerless. A piercing north wind, a left over remnant of a Chicago "lake breeze," a "whiff" from Medicine Hat, or some other place, kept the "kicker," who was aroused

shortly before five o'clock by the commotion when the boat landed at Clarksville, in close proximity to the smoke stack in an endeavor to keep warm.

George Bennett was another early and shivering specimen, and was vainly trying to locate a bottle that he was sure had not yet been emptied. The "kicker" had taken upon himself the cruel task of awakening those not yet about and told Bennett if he would assist in the work he might find the bottle. All knocks had met with response except number three, the room where Sanders, Harding, Harris and "Dorfee" were seen to enter but a few hours before; here knocks and calls proved futile, whereupon a retreat was made to the port, starboard, or windward side, which ever it might have been, of the room; here a glass panel was



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in the door, the curtain had not been drawn down, and "Dorfee" was seen reposing in a most restful position, a broad smile on his face, pipe in one hand, the long sought for bottle in the other. Bennett vainly begged and clamored that the door be opened, but "Dorfee's" heart was cold. His happy countenance changed to a picture of terrible agony when informed that the boat had been making unusually good time all night and that Louisiana was in sight and that we would land before six o'clock. The town of Louisiana was just waking up, the only open place being a small combination bakery and lunch room where everything in the line of eatables was soon wiped out.

Then began the tour, Capt. Harding taking the ambitious ones for a run to Bowling Green and back and thence to Eolia, the dinner stop. Wolzendorf took the easy going contingent straight to the latter place by way of Clarksville and the famous belt road. The heavy rain of the night put the roads in good shape, but in a few places a thin layer of soil was washed into

the road and the sticky mud and gravel caused chains to screech and snap, two being broken by pebbles being carried to the sprockets.

No one who ever ate a dinner in Pike county will ever forget it, and the meal on this occasion was no exception. Enough was ordered for 25; enough was cooked for 75 and no one would have dared to make the attempt to even taste each of the many appetizing varieties offered. Sanders wished that his neck were as long as a giraffe's and his stomach as capacious as an elephant's. Two hours was more than sufficient time for the smokers to fill the parlor of hospitable Mrs. Clarke, a great friend of cyclists, who once kept a hotel, but who now only prepares dinner on orders from wheelmen, with the rankest of tobacco fumes. The run back to Clarksville was comparatively uneventful, the village was reached shortly after 4 o'clock and as train time was 5:20, something had to be done to keep the ball rolling and, incidentally, from shivering. There are a few hills in Clarksville that look like 45 degree angles, and, naturally enough, the hill climbing abilities of quite a few were held in doubt. Crank hill, so named in the day of the "ordinary," was tackled by Hopkins and Bennett, who succeeded in reaching the top; then Schmidt made a start at it and was laboring hard, when Harding went up on a sprint, gave Schmidt a little help, but Schmidt found a convenient loose stone about five feet from the top with which to bring his front wheel in contact with. Harding then made an unsuccessful assault on Cox hill, named after none other than W. J. Cox, better known nowadays for his ability as a coaster, but who about 15 years ago was the first man that ever rode up the upheaval named after him. Someone suddenly announced that an express train due in ten minutes would stop at Clarksville and that our tickets were good on it.

Two hours later we were back in St. Louis. One of the first men to secure his machine from the baggage car was Sanders. Jordan, the only motorcyclist in the party, was the last one.

"Where's Sanders! Where's Sanders! He's got my spark plug in his pocket!" But Sanders had gone. So was the spark plug and Jordan then made up with interest for his all-day coast in Pike county. The last the "kicker" saw of him he was pushing pedals for dear life near the corner of Eighteenth and Market streets, hardly going fast enough to keep his machine straight. According to the latest reports, there will be no dissolution of partnership in the firm of Jordan & Sanders.

Those who were participants in this fine tour were Aug. J. Schmidt, Fred Harris, Harry Sharpe, A. L. Brinker, Geo. Lang, Jr., H. W. Lang, T. N. Davis, E. N. Sanders, A. L. Jordan, W. J. Rodgers, H. G. Wolzendorf, George A. Bennett, A. Haertling, W. M. Butler, B. C. Hopkins, A. W. Meier, L. J. Dresser, C. L. Barr, Bert Harding and J. B. Walker. THE KICKER.

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In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument. As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometers or in Russian versts.

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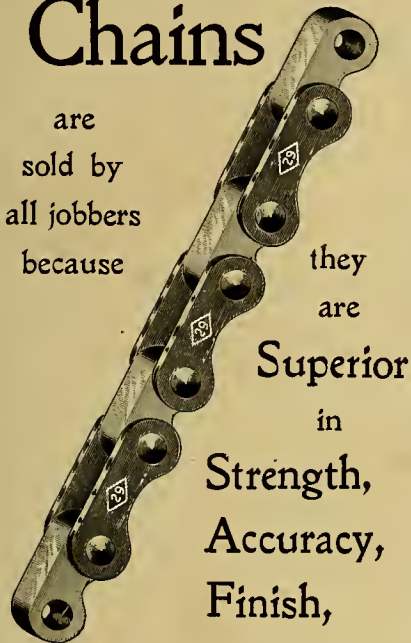
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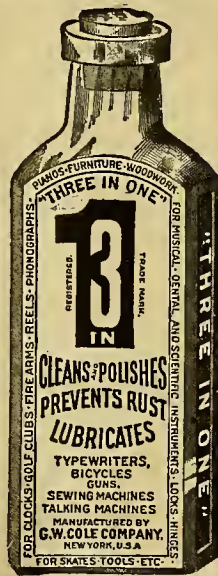
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The "Horse" was on Mayer.

Henri Mayer (pronounced Mare), the elderly Danish rider with a penchant for odd hosiery and who always wears a garter on his bare leg, is a "little god in his own estimation," according to a Sydney paper, but not long ago he met a railway guard who apparently is not a devotee of cycling. Mayer attempted to board the Melbourne express at Adelaide, carrying three of his wheels. The guard stopped him and demanded excess luggage rate. "But I'm—ah—Mayer," he cried, excitedly. "I don't care if you're a horse," replied the guard, "you've got to pay excess." Whether the Dane appreciated the guard's play on his name the relator of the story does not say.



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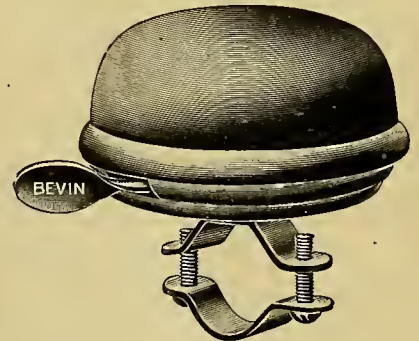
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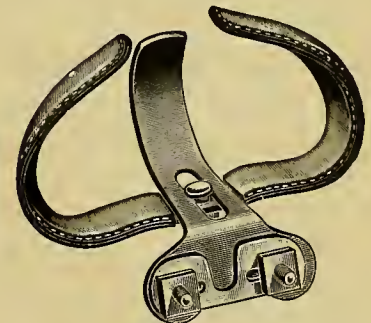
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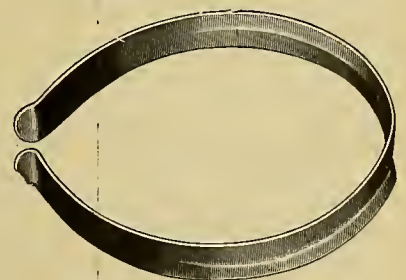
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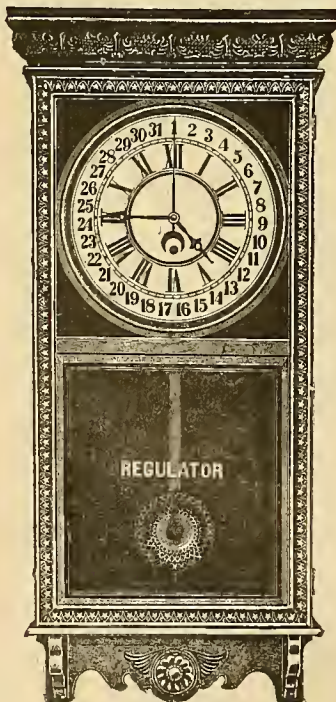


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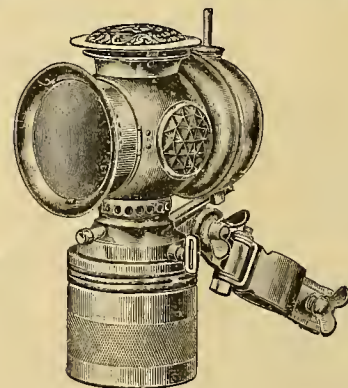
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, June 9, 1906.

No. 11

TO MEET AT SEASIDE

Manufacturers' Associations Decide to Invite Jobbers to Atlantic City—Big Gathering Planned—Doings at Niagara Falls.

Out of the meeting of the Cycle Manufacturers' Association at the International Hotel, Niagara Falls, on Wednesday last, 6th inst., there will grow a fine large gathering of the trade generally at Atlantic City next month—July 25th and 26th, to be exact.

The Cycle Parts and Accessory Association will hold its next meeting at the same time at the same place and the two organizations will work in harmony to make the seaside gathering a memorable one. To that end, jobbers throughout the United States, and perhaps the larger dealers, likewise their whole families, will be invited to "join the throng." While business will be discussed on the two days specified, the idea is to "make a week of it"—a proceeding to which Atlantic City readily lends itself.

The details of the convention are not yet arranged, but will be announced in due season. Meanwhile, J. F. Cox, secretary of the C. M. A., and W. J. Surre, secretary of C. P. & A. A., who were constituted the committee on transportation and hotel accommodations, are endeavoring to obtain favorable rates for the occasion. They hope to be able to have the railroads grant a rate of fare and one-third on the certificate plan.

The Atlantic City project was, of course, the big development of Wednesday's meeting but several other subjects were discussed and disposed of, most of them, however, being of purely internal concern.

The publicity committee reported substantial progress and let it be known that the projected bureau soon will be fully organized and some of the fruits of its work shortly become apparent.

Evidence that motorcycle interests are awakening to the value of organization and co-operation, was presented in the form of

applications for membership from the Thomas Auto-Bi Co., Buffalo, N. Y., and the Curtiss Mfg. Co., Hammondsport, N. Y. One addition was made to the roll, D. P. Harris, New York, being admitted to membership.

Among those present at the meeting were: President George N. Pierce, George N. Pierce Co.; Secretary J. F. Cox, Pope Mfg. Co.; Treasurer Harry Walburg, Miami Cycle & Mfg. Co.; C. E. Walker and F. C. Gilbert, Pope Mfg. Co.; W. F. Remppis, Reading Standard Cycle Mfg. Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; F. I. Johnson, Iver Johnson Arms & Cycle Co.; J. F. Vogel, Gendron Wheel Co.; J. W. Ash, Hudson Mfg. Co.; W. G. Schaack, Emblem Mfg. Co.; E. S. Fretz, Light Cycle & Foundry Co.; E. J. Lonn, Great Western Mfg. Co.; F. C. Robie, Excelsior Supply Co.; W. F. McGuire, Consolidated Mfg. Co., and D. P. Harris.

In connection with the meeting of the Cycle Manufacturers' Association at Niagara Falls, there was held an informal session of the Cycle Parts & Accessory Association. The principal topic discussed was the work of the publicity committee, in which of late Vice President Persons has been actively engaged "seeing" those in the trade who have been "backward in coming forward." After this meeting there was a conference of the publicity committees of both organizations; present indications point to an early consummation of plans.

Among those present were: President W. J. Crosby, The Crosby Co.; Vice-President C. A. Persons, Persons Mfg. Co.; Secretary H. S. White, Shelby Steel Tube Co.; Treasurer W. J. Surre, Corbin Screw Corporation; W. S. Gorton, Standard Welding Co.; R. D. Webster, Eclipse Machine Co., and E. J. Lobdell, Mutual Rim Co.

Williams Gets \$1 Verdict.

The replevin suit of Philip A. Williams, Jr., et al, against the E. P. Blake Co., Boston, Mass., tried in the first session of the Superior Court of Massachusetts, has been decided in favor of the plaintiff. He was given a verdict for one large dollar. Williams sued to recover 342 Olive bicycles, 20 Hampden bicycles and one automobile.

WHY McGUIRE WAS WROTH

Rival Takes Mean Advantage of Temporary Misfortune—Consolidated is Recovering.

Although he did not show it, W. F. McGuire, general manager of the Consolidated Mfg. Co., Toledo, Ohio, was one of the men present at Niagara Falls on Wednesday who was not quite as full of brotherly love as might have been the case. He had no fault to find with the Cycle Manufacturers' Association or its workings, but he did have an emphatic opinion of the methods of a certain manufacturer whose peculiar ways of doing business long have supplied food for remark and reflection.

Since the receiver took charge of the Consolidated's affairs, this particular competitor has been working the fact to a frazzle. He has gone among the Toledo concern's patrons and dwelt heavily on "it's going out of business," of the unwisdom of buying bicycles for which it will be impossible to procure replacement parts and of much more of like tenor. The stories of this salesmanship duly reached McGuire and although of even temperament, it has not been easy for him to find words properly to characterize it.

The Consolidated factory is, he says, as busy as ever it was, all orders are being taken care of and instead of being in danger of going out of business, Mr. McGuire states that there is no shadow of doubt but that his concern will emerge from its troubles stronger than it has been since it first began to stagger under its long accumulating load.

"I guess it's safe to say we will be making bicycles and motorcycles long after that other fellow has been forgotten," he remarked.

Must "Sign up" for Five Years.

The wood rim situation has taken another turn. The Mutual Rim Co., under which title the "pool" operates, has "invited" the bicycle manufacturers to sign contracts for such wood rims as they may require during the next five years. In furtherance of the "invitation," E. J. Lobdell, president of the "pool," was present at the Niagara

Falls meeting of the Cycle Manufacturers' Association. Several of the makers, it was there stated, had executed the five years' contract while the others have taken it "under advisement."

The situation has given rise to renewed discussion of steel rims and it is by no means improbable that they will figure as an option in several of the 1907 catalogues. One of the manufacturers present at Niagara Falls told the Bicycling World repre-

sides without injuring the threads, and will work in many cases "where all else fails." It should not, however, be confounded with the inexcusable use of the chisel in lieu of a wrench—the "Baltimore wrench," in other words—which always spoils the nut.

Panama as a Possible Market.

In a recent report of the American Consul General at Panama, he says that the streets of Panama City have undergone considerable

the ordinary or high two-wheeler, which, in its most advanced form, was thus equipped. But one of those individuals who are always delving after statistics, to substantiate the statement that there is nothing new under the sun, is responsible for the assertion that bearings of this type were made as far back as 1794. They were made by Minge and Greyton, of Morveau, France, for the army service corps, but it was feared that the mechanism would not stand

THE HEADS OF THE TWO TRADE ASSOCIATIONS.



GEORGE N. PIERCE,
President Cycle Manufacturer's Association.



WILLIAM H. CROSBY,
President Cycle Parts and Accessory Association.

sentative that without making any hullabaloo over it he had been using steel rims for some time past with the greatest of satisfaction and without protest of any sort from his patrons.

To Loosen a Rusted Nut.

A method of loosening that rusted nut which is bound to crop out about once in so often and which, though rather strenuous, is said to be effective, is to notch each face with a sharp cold chisel, carefully backing up the opposite face with a heavy hammer at the same time to prevent bending the part to which it is attached. This has a tendency to stretch the nut on all

recent improvement, and stretches of admirable highway have been constructed leading out into the Sabanas, where the wealthier people dwell, forming in this way routes of fifteen and more miles in length which are well suited to cycling. Accordingly he suggests that manufacturers of bicycles and motor bicycles will find a good sales opening in the Canal Zone, and a good class of patrons to be had for the asking.

Ball Bearings Discovered Again.

Ball bearings are commonly supposed to have been invented as the result of the introduction of the modern bicycle—that is,

the rough work of campaigning and the idea was abandoned. These wheels are said to be still in existence in the archives of the Technical Section of Artillery. The next application of the ball bearing is also credited to a Frenchman, M. Suriray, who used it on a bicycle in 1869. Whether either of these investigators antedate the use of the ball bearing sign to indicate that the needful is to be had upon the pledge of sundry personal property, no one appears to have taken the trouble to ascertain.

"Motorcycles: How to Manage Them."
Price, 50c. The Bicycling World Co., 154
Nassau Street, New York.

ABOUT THE ACCUMULATOR

How it Compares with the Dry Cell and its Advantages for Multi-Cylinders.

There are more things in common between the automobile and the motor bicycle than are apparent at first sight. A detailed comparison would serve no useful end, but it is interesting to note that where the ignition is concerned, experience with both machines has followed the same paths. Owing to the convenience afforded by the dry battery the latter first came into use for supplying the ignition current on the automobile, and the same is, of course, true where the motor bicycle is concerned. A lack of knowledge of its peculiarities was responsible for a great deal of the bewilderment that beset the experimenters with pioneer machines, for the trouble was most frequently diagnosed as something other than the battery. The frequency with which it would "lay down" was at times so discouraging that early experimenters were often led to believe that there must be some fallacy in the theory that a mixture of gasoline vapor and air was explosive. The battery was responsible in the majority of instances.

But the dry cell was retained for the simple reason that there was nothing else to take its place. Wet primary cells were out of the question as none of them possessed the necessary requisites, and no attention had been paid to the creation of an accumulator for such service owing to the lack of demand. The makers of the dry cell came to the rescue, however, by vastly improving their product and it survived. Those were the days of the single cylinder automobile, and as long as there was only one cylinder the dry cell managed to perform its duty. But with the addition of extra cylinders culminating in the adoption of the four cylinder motor as the current type, it soon had to give way and is now seldom used except on runabouts and light cars, having not more than two cylinders.

And this would appear to be the course it is destined to run on the motor bicycle. As long as the matter was confined to the single cylinder type, there was no undue amount of complaint regarding the service rendered by the dry cell. The manufacture of the latter has been brought to a point where it is nothing unusual to be able to get a season's running out of a single set—so there was no great cause for fault finding. But with the increase of the two cylinder motor bicycle, history has repeated itself by showing that the dry cell is unequal to the added strain imposed upon it by the extra impulse, which in this case occurs once per revolution. A motorcyclist who went through this experience immediately after becoming the possessor of a new two cylinder machine, was inclined to lay it to the engine, but finally traced it to the battery and after repeated trials

found that a set of accumulators was the only remedy.

This is merely the story of the automobile all over again, for with the addition of cylinders to the motors of the latter the dry cell has had to give way to the storage battery. As it is so much better with more than one cylinder, there are those who contend that it stands to reason that it should also be superior to the dry cell with the single cylinder motor. On the other side the dry battery for ignition purposes is practically unknown. The magneto and the accumulator form the only alternative with a decided leaning toward the latter on the Continent and toward the former in Great Britain.

On this account a knowledge of the accumulator and its peculiarities will stand the motorcyclist in good stead. It is variously styled, a storage cell, an accumulator and a secondary battery and of these terms the last is probably the most correct, technically speaking, for while it theoretically accumulates electrical energy and again gives it off, the action is entirely a chemical process induced by the charge.

The accumulator consists of a series of lead plates, of which there are an odd number in each cell. In the small type used for motor cycle ignition, this would probably be two positive and one negative plates, or four positive and three negative plates, the latter being placed between the others. But these plates are not simply lead. They are in the first place made in the shape of grids or meshes like wire netting, and into these openings is pressed a lead compound, forced in under extremely heavy pressure. Still it must be porous, as the electrolyte or solution of the cell which consists of dilute sulphuric acid in the proportion of one part acid to ten parts water, must circulate through it. On the other hand it must not loosen and drop out of place. Upon these two qualities depend the efficiency and life of the cell to a very great extent.

When an electric current is passed through such a cell, the chemical character of the solution and of the lead compound with which the plates or grids are filled, undergo a change. To put it technically, one set of the plates becomes coated with plumbic peroxide and the other with metallic lead which is in a soft spongy state, and both are in what is termed a highly electropolar condition. After having charged such a cell for a considerable period, varying with its size, it will deliver a considerable volume of current at a voltage of about 2.4 volts per cell, which flows from the plate coated with peroxide of lead to that covered with spongy lead. Within the cell itself the current flows oppositely again decomposing the acid and electrolyte as in the process of charging and restoring it to its original state. This voltage is only obtainable immediately after taking the cells from the charging mains, and drops to 2.1 volts in a short time which is maintained until the cell begins to "empty"

or approach the limit of its charge, when it will gradually drop to 1.7 volts and should then be recharged without delay as the cell will otherwise be injured if further discharged. The chemical change that takes place in the cell on the occurrence of the discharge is the conversion of the plumbic peroxide of the positive plate into oxide of lead and this in contact with the sulphuric acid becomes plumbic sulphate. On the other plate the chemical action procures the reduction of spongy lead, so that both plates are restored to their original condition.

The change is a purely chemical one as may be seen from the fact that the energy thus stored may be retained for weeks or months by removing the acid and replacing it with distilled water, the cells being stored in a cool place. The charge leaves the plates in what may be termed a "highly strung" state—that is, they are ready to discharge the energy they hold on the slightest provocation and if left standing in the electrolyte much of the current will be wasted whether the cell is employed or not, being somewhat similar in this respect to the dry cell. One of the points of greatest importance in the maintenance of an accumulator is the density of the electrolyte and this must be accurately gauged with a hydrometer, densimeter or storage battery tester as it is variously called. Just what the specific gravity of the liquid will be depends upon the maker and direction in this respect should be closely followed, as the action of the cell will otherwise either not be normal or it may be ruined altogether. Loss by evaporation should always be replaced by distilled water and never by acid or dilute acid.

Comparatively speaking, the accumulator holds a tremendous volume of current for its size and should never be tested by short-circuiting the terminals, such as by bridging them with wire or a piece of metal as the latter is apt to be burned up instantly, or if too large to be fused, the battery will be damaged. Nor should an ammeter be used for testing an accumulator, always employ a voltmeter as the voltmeter or potential is the only accurate indication of the cell's condition.

One Cause of Carburetter Trouble.

It not infrequently happens that the spattering of oil upon the gauze screen covering the air intake to the carburetter results in the accumulation of a film of dust which so cuts down the proportion of air to gas as to seriously hamper the action of the motor. The remedy is obvious, but the resulting complication is sometimes extremely difficult to locate.

Where Red Tubing is Advisable.

When testing the carburetter or making any temporary connections in the gasoline line in which flexible tubing is used, it should be remembered that red rubber tubing is less affected by the fuel than the white varieties.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

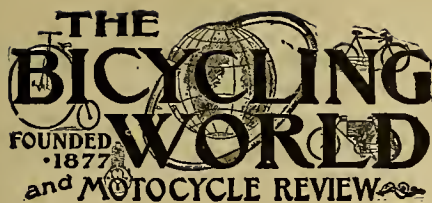
and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



Published Every Saturday by

THE BICYCLING WORLD COMPANY

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 9, 1906.

On "Making a Noise."

They tell a tale of one of those little district schools in the back woods, where so many of the good men of the day unwillingly mastered the three R's, how, one day the winsome and dainty teacher sent Jack, the biggest and stupidest lummix of them all to the board to write a simple sentence. Who, being more of a scamp than a student, scrawled the following: "I want a girl to go skating after school to-day." The titter raised by this piece of devilment was increased to a howl when the teacher bade Jack to "remain," in the quaint phraseology of the time. And remain, he did, though there were those who asserted boldly that he went skating after all, and that he was not without company of the most desirable sort. But however that may have been, when he was again sent to the board on the following day, Jack indited just four words. They were: "It pays to advertise."

Young in life, and slow of understanding, the boy had mastered one of the first axioms of business. One thing else he had mastered as well, and that was, that profitable advertising could not be carried on

without publicity. Or, as someone would have it:

"The man who whispers down a well
About the goods he has to sell,
Won't reap the gleaming golden dollars
Like one who climbs a tree and hollers."

In other words, the advertiser has got to force himself before the public eye in some way or other, or else he will have only his labor for his pains. As a rule, the people are not out to listen to the advertiser's tale, or the tale of anyone else, unless there is something in the tale itself which is some way appealing to them. It is the advertiser's privilege to convince the public quite against its will, or else to fall back on the bounty of his female relatives.

But what is still further to the point is that one holler seldom will do the business. One holler always wakes them up, two hollers make them take notice, three hollers serve to fix their attention and after that with proper regard to true diplomacy, real advertising may be commenced and business may reasonably be expected to follow. Even then, however, the task is not finished, for the results of a single advertising campaign sometimes will hardly pay the cost of the "copy" and even if it does, there are a host of other expenses which are to be met before it is time to count up the profits. "Patience is a virtue," says the old song, which is very true, as is also the fact that persistence goes along with it, and nowhere it is more strongly brought out that both these virtues must be cultivated with assiduity than in the field of advertising.

Probably the most successful advertisers in the world are the newsboys. Many of them have their regular customers to whom they cater daily, but aside from these, the bulk and mainstay of their business lies in the transient trade which is gathered in solely by force of lung power. The boy who yells the loudest sells the most papers as a general thing, and too, the one who yells the longest. But one thing in the newsboy's method is worthy of emulation by some of his elders, namely, the unrelenting persistency of his advertising. When he sells one paper, and even while he is making change, he keeps on yelling. In fact, he seldom allows himself to stop yelling long enough for a single calm and well regulated breath from the time he starts out with his bundle of "yellies," until he has sold them all. The more he sells the more he yells until, tired and hoarse, his

work is finished, and his leftovers turned in.

The man who advertises only until he secures one sale and then stops advertising, is bound not to succeed. Rather, the man whose very successful advertising spurs on to renewed efforts and who never stops "hollering" so long as business is coming in, is going to have it all his own way in the end. Of course, it is not always the loudest noise which tells for most, but the loudest noise, as typifying the most concentrated effort, and the longest noise, as indicative of the greatest amount of persistency, wins out in the end.

And "making a noise," which is but another term for obtaining publicity and advertising, which are one and the same thing, is good not only for purely business pursuits. It "counts" heavily even in uncommercial movements and organizations. That sport or pastime or that club which "does things" is bound to figure prominently in the public eyes and to attract the relatively largest followings. If dormant, "making a noise" never fails to achieve awakening results. St. Louis provides a ready and recent case in point. Twenty years ago the Missouri metropolis was easily the best known cycling center in the United States. Its riders were always doing something—"making a noise," and St. Louis riders and clubs and hills and roads were famed the length and breadth of the land. Then the clubs fell asleep or fell apart and from being the liveliest cycling center, St. Louis became "a dead one." Rarely was it heard of. "The decline of cycling" became an unpleasantly prominent topic in the St. Louis prints. But less than three months ago a few brave souls, filled with love of cycling, got together and formed a club. What the effect has been the following semi-personal note from one of the "brave souls" portrays in simple language which is not to be misunderstood:

"The organization of a club has wrought a wonderful change of affairs. We now have no trouble getting news in the papers, all of them announcing our club runs, and we are letting it be known, too, that we 'still go to De Soto' as you see by the clippings enclosed.

"There is more road riding here now than at any time in the last ten years or so. Two years ago it was a source of much satisfaction when twelve wheelmen were at Pond for dinner. So far we have had not less than twenty on any one run. On Sunday, May 20, we went to Houses

Springs, 25 miles, against a stiff head wind, but there were about 35 bicycles and 5 motorcycles out. On our return home we took 24 over a 40-mile cross country trip which was regarded as a stiff ride, but every one thoroughly enjoyed himself and the new riders more than proved that they are of the same stuff as the old crowd, and that they are thoroughly imbued with the right spirit. Yesterday we had 24 out on our run to Hollow and 35 bicycle and motorcycle riders dined at Hilltown.

"I really believe that if we keep on making a 'noise,' that cycling will soon be on its feet again."

And what has been done in St. Louis can be done in almost any city in America. It requires only the men to do it.

How a Florida Club is Prospering.

The Jacksonville Wheelmen, of Jacksonville, Florida, are progressing. They are building an addition to the rear of the present club building and will renovate the old structure. The addition will be three stories in height and will measure 26x27 feet. When the addition is completed and the alterations made the Wheelmen will boast of one of the best club houses in the South.

London's Newsboys on Strike.

Cycling newsboys are a feature of London streets that strike the visitor owing to their number and the skill with which they dodge in and out of the seemingly inextricable tangle of traffic. They recently brought themselves into greater prominence by going on strike and patrolling en masse up and down Fleet street—one of the city's most congested ways.

Germany Piles on the Tax.

Germany overlooks nothing when it comes to a matter of taxation and the motorcyclist is the latest to be driven into the mill. Henceforth he will have to pay an annual fee of ten marks or \$2.50, with an additional tax of two marks or 50 cents per horsepower from one to six horsepower and for machines exceeding this three marks per horsepower up to ten.

Reward Offered for Tack Throwers.

Franklinville, N. Y., has officials of the right sort. Some miscreant has been engaged in the perhaps pleasing task to him, of strewing carpet tacks along the cycle paths. The village trustees have offered a reward for evidence leading to the arrest and conviction of the person or persons.

Residents of Reading, Mass., are attempting to solve the dust problem without taxing the town's resources. They have started a popular subscription to raise money to oil the highways.

ONE DAY ENOUGH FOR HARRIS

Comic Opera Ending of his Cross-Continent Trip—Puts Blame on Tires.

The name of Joseph Harris never will be writ very high on cycling's roll of fame. Joseph, who hails from Jersey City, N. J., made his "bid" on Sunday last. He had decided that the cross continent journey was just about "his size" and was a feat that would throw a halo about the name Harris that would endure for many days. He duly announced his intention and on Sunday last kissed his relatives good-bye and mounting his Reading Standard bicycle turned his face toward the Golden Gate.

About 14 hours later a very jaded young man on a bicycle arrived in Rhinebeck, N. Y., 76 miles from New York City. He took the first train back for New York. The young man was Harris—Joseph Harris—Harris, the valiant cross-continent hero that was to be. His backbone had slipped down into his shoes.

Harris's excuse is quite in keeping with the rest of his performance. His bicycle weighed but 19 pounds so he could not put the blame on it. Accordingly he decided it was not Harris's backbone or his bicycle that caused him to turn quitter before he had fairly begun—it was his 1½-inch tires that were the cause of it all! They were "so large" and "so heavy" that they made hill climbing too exhausting—for Harris. Visions of the Rockies, far, far away, increased the weariness and Joseph's opera bouffe attempt ended on the spot.

Harris left City Hall, New York, last Sunday morning and did not reach Newbergh until 5:45 o'clock, three and three-quarters behind schedule time. He was accompanied as far as Newbergh by Fred Peterson, of the New Jersey division of the C. R. C. of A., and as far as Newark by R. A. Van Dyke, of the C. R. C. A. and by his brother, Gus Harris, of the C. R. C. America. Harris reached Rhinebeck at 9:45 o'clock Sunday night and he was then so far behind the schedule time that he was overwhelmed by his "tired feeling" and decided then and there to go back to the relatives he had kissed that morning and tell them how the tires undid him.

Pawtucket Gives up the Ghost.

After an existence of thirteen years—the number portended disaster—the Pawtucket Cycling Club, of the Rhode Island town from which it derives its name, has passed out of existence. At the last meeting of the club it was voted to disband and the property of the club was ordered sold. The Pawtucket Cycling Club was organized in 1893 and incorporated in 1896. In the heyday of cycling it enjoyed a roseate existence, but of late years the name "Cycling Club" has been abused, the club being purely a social organization.

FIXTURES

June 9—Washington Park, N. J.—Bicycle race meet; open.

June 10—Valley Stream, L. I.—Park Circle Club's Brooklyn handicap 20-mile road race; open.

June 10—Valley Stream, R. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

June 17—Valley Stream, L. I.—Century Road Club of America's fifty-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Richmond, Ind.—Bicycle Dealers' Association track meet; open.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

MAKING READY FOR F. A. M. MEET

Endurance Route is Slightly Altered—
Events to be Decided at Rochester.

Due to a loud and cordial call from Rome, N. Y., six miles have been added to the route of the Federation of American Motorcyclists' Endurance Contest, July 2 and 3.

When the route was published two weeks since, Rome howled; it did not figure in the itinerary. Letters at once began to pile in on H. J. Wehman, chairman of the endurance contest committee. All wanted to know why two such wideawake places as Rome and Oneida had been omitted from the reckoning. Wehman explained that it was because the other route was more direct and saved miles.

Rome responded that the mileage was not enough to worry any man worthy of being called an endurance contestant and that any way, the existence of a good cycle path was enough to still any objections that might be raised. The Romans promised that if their little city was taken into the route, speed limits would be waived and no motorcyclist be permitted to leave the town with dust in his throat. Chairman Wehman believed that such a spirit deserved encouragement and, after consulting with his colleagues, found them of the same opinion. The route has been altered accordingly.

After leaving Utica, the contestants will reach Canastota via Rome and Oneida, instead of the more direct travel via the little settlements of Kirkland and Vernon. Because of the detour a checker will be established in Rome.

This change in the program will make the second day's run 161 miles instead of 155 miles, making the total distance to Rochester, 389.8 miles instead of 383.8. At the fifteen mile an hour rate and with the 30 minutes' "leeway" permitted, the competitors will be due to finish in Rochester between 4:29 and 4:59 p. m.

For the races which will form a part of the F. A. M. meet, July 4, 5 and 6, the Rochester Motorcycle Club finally has secured the Crittenden Park track, which the owners assert is the best half-mile track in New York State. It will be put in shape for the use of the motorcyclists and be open for practice work on July 3. The program will include three national championships and several novelty races and handicaps. W. B. Williams, 106 Monroe avenue, Rochester, is chairman of the committee in charge of the racing part of the meet.

The other competitive features will be a 25 mile road race and a hill climbing contest. The latter will be held on what is termed University Dug-way Hill, a grade about 2,700 feet long with an average rise of 8 per cent. and several turns that will require the exercise of skill.

The road race will be run on the Ridge

road, the highway leading from Rochester to Niagara Falls. It permits of a circuit of $6\frac{1}{4}$ miles; the 25 miles will be, therefore, constituted of four laps which will serve to keep the interest of the spectators at fever heat.

Dr. C. W. La Salle is chairman of the general committee of arrangements and he promises that if all those attend the meet do not have a "warm time," it will not be the fault of the committee.

The Tour to the Rochester Meet.

M. E. Toepel, chairman of the F. A. M. Roads and Tours Committee, who will be in charge of the annual tour from New York to Rochester, June 30-July 3, has evolved a novel and unusually appropriate memento for the participants—a bronze finger post. One finger, inscribed "Rochester," points forward, the other one engraved "New York" (or "Boston"), of course, indicates the reverse direction. The post to which the fingers are attached bears a fac simile of the F. A. M. emblem and the words "1906 Tour." The memento is almost enough to make it worth while starting to obtain one.

E. H. Corson, the New England member of Toepel's committee, who will be in charge of the Boston tourists, has written the chairman that he will have to "get a move on" if he hopes to lead a larger party from New York than is likely to leave Boston. The F. A. M. treasurer, Dr. G. B. Gibson, will be of the latter party and is actively assisting Mr. Corson.

Hoyt Suspended a Second Time.

Pending an investigation of his amateur status, Fred C. Hoyt, Boston, Mass., has been suspended by Chairman Douglas, of the F. A. M. Competition Committee. On Decoration day, Hoyt indulged in a little excursion to Chicago where he carried everything before him at the meet of the Chicago Motorcycle Club, which excursion inspired Douglas's action. Hoyt is one of the professional cyclists—and one of the most agreeable ones—who was "purified" by the resolution dating motorcycle amateurism from January 1st, 1905.

The month's suspension imposed on Hoyt and Kellogg for competing with a suspended rider at the Worcester Automobile Club's hill climbing contest has been raised. Investigation and all reports agree that that was one of the most sadly and generally befuddled affairs ever conducted. Even the suspended rider who was permitted to compete, went home and explained that no notice had been taken of him and that his performance had not been timed.

L. A. W. Meeting next Saturday.

An adjourned meeting of the L. A. W. National Assembly, will be held in Boston on Saturday next, June 16th. In the afternoon there will occur the annual gathering at the Chestnut Hill Reservoir, once a famous rendezvous for Boston cyclists.

HAS KRAMER GONE STALE?

His Victorious Career Abroad is Checked—
Beaten Twice in One Week.

Whether Frank Kramer, the national champion, is growing stale or whether he is becoming tired of defeating all the foreign cracks, is a moot question that is causing his adherents on this side of the water no little concern. Kramer had, up to two weeks ago, been winning everything in sight in Europe, but within the last fortnight he has suffered two decisive defeats.

The first occurred at Reims, on May 23, when Kramer went down to defeat to Schilling, whom he had previously trounced repeatedly. It occurred in the Grand Prix de la Champagne. Heller won the first heat, Schilling the second, Del Rosso the third and Kramer the fourth. In the repechage Vanden Dorn qualified. Schilling took the first semi-final and the American the second. In the final heat Kramer led at two laps to go. Coming into the straight on the last lap, says a French paper, Schilling gave the American a haughty look and flashed by him. Kramer responded nobly but was beaten at the tape by half a wheel. Ludovic was third. The distance was 1,000 metres and the time 0:22 $\frac{1}{2}$.

Kramer's next defeat, while not so marked, occurred in Paris, at the Velodrome Buffalo, on May 27. He was entered in the first annual "Battle of the Nations," an international scratch race at 1,000 metres, in which the leading sprinters of the world met in a man-to-man match race, the rider scoring the least number of points to be returned the victor. The first heat was between Gabriel Poulain and Otto Meyer, in which the former won out by half a wheel. Vanden Born beat Friol by one length in the second heat. In the third Poulain and Kramer were the contestants. Kramer took the lead at the start, but at a quarter the distance, 250 metres, Poulain, by an extraordinary effort, brought up his pedals even to those of the American, and in the dash for the tape beat Kramer by a length. Otto Meyer won the next heat, Vanden Born falling.

In the fifth heat Otto Meyer was arrayed against Kramer, and in a gruelling finish, the American crossed the tape by one length. In the next heat Friol easily took Poulain's measure by two lengths and in the last heat won over Otto Meyer. The classification gave Kramer and Poulain each five points for place, Friol next with six, and Meyer and Vanden Born were tied with seven points each. As Kramer and Poulain were tied for first place they had to ride a deciding heat. Poulain took the lead in the bell lap and the advantage stood him in good stead. On entering the home stretch, Kramer tried to go by but was beaten at the tape by half a length.

The Parade of New York's Cycle Cops.



About the nearest approach to a cycle parade that New Yorkers witness nowadays, is when the squad of men who are popularly, though somewhat erroneously it must be confessed, supposed to be the cyclists' enemies—the cycle “cops”—line up with others of New York's “finest,” in the annual police parade. Their 1906 turnout last Saturday, when the cycle mounted policemen, attired in their “knicks,” brass

buttons and white topped caps and white gloves added a picturesque touch to the otherwise uninteresting police parade. The cycle policeman long has been a very necessary adjunct to not alone New York's police force, but to the police forces in all important cities throughout the world, where skill combined with speed are the requisite essentials brought into play. Judging from the trend of affairs, it will

not be long before the motor bicycle squad will be accorded an important place in the ranks of the preservers of peace and when the motorcycle squad assumes sufficient proportions to warrant its being accorded a place in the line, New York City's motorcycle police will not be the smallest numerically either. As it is, however, the bicycle squad always shows to good advantage in the annual parade.

What the Americans are Doing Abroad.

Oscar Schwab, the former American, made good at the annual fete at Angers, on May 26. In the “course des primes” Schwab finished first, beating out the well known cracks—Chevallier, Gougoltz and Doerflinger, in this order. Schiling won the Grand Prix of Angers by beating Rettich by a few inches, and Dupre, who finished second in the French championship race at Paris, was third. Piard, another well known sprinter, was fourth, barely beating Schwab in the sprint for the tape. Vanoni and Thuau took the tandem race, although Rettich and Schwab gave them a lively tussle for the money. The Cousseau brothers were third.

A twenty-four hours' team race was run on the Treptow track at Berlin, on May 23 and 24. Arthur Vandestuyft and Johann Stol, who have teamed in the American six-day race for several years past, won the event. Strange to relate, Kudea and “Woody” Hedspeth, the Frenchified negro, finished second, only one lap behind. Bader and Schuermann were third by a few feet; Thiele-Wegener finished fourth, two laps behind; Hellemenn-Stellbrink were two laps and a half behind at the finish and Johan-

senn-Helmbeck finished four laps behind the leaders. During the twenty-four hours the leaders covered 490 miles 284 yards, twenty miles behind the record.

“Woody” Hedspeth, Vanden Born, Ellegaard and Otto Meyer competed in international four-heat match race at Dresden, May 20. Vanden Born won out in the final classification with 6 points, having won two heats and finished second in the other two; Ellegaard was second with 8 points, Meyer third with 10, and the American negro last with 16. Hedspeth was fourth in every heat.

Piet Dicketmann won the 100 kilometre motorpaced race at the Steglitz track on May 23, covering the distance in 1 hour 10 minutes. Paul Guignard finished second and Nat Butler, the veteran American, third. Thaddeus Robl was also a contestant but he abandoned the race at 90 kilometres. During the hour Dicketmann covered 52 miles 1,120 yards.

The “piece de resistance” at the Angers meet in May 23, was a 30 kilometre professional race behind human pace. Twenty thousand people saw Pasequier win from

Huby, with Carlo Vanoni third. Oscar Schwab was beaten out for fifth place by Germain.

May Wipe out “Horsepower.”

Because it has become apparent that “rated horsepower” is too elastic for practical purposes and has given rise to abuses of the F. A. M. limit of five horsepower, Chairman Douglas, of the F. A. M. Competitive Committee is seriously considering the advisability of recommending the substitution of cubic capacity for horsepower. He has gone quite deeply into the subject with those versed in it and has discovered that not a few machines rated at five horsepower and even less, exceed that limit, which, because of the fact, he may suggest be increased somewhat.

Douglas Takes up the Charges.

The charges of professionalism against Oscar Hedstrom, Stanley T. Kellogg and George N. Holden, all of Springfield, Mass., which grew out of the New York Motorcycle Club's hill climbing contest on May 30, have been formally turned over to Roland Douglas, chairman of the F. A. M. Competition Committee. He is now investigating the status of the three men.

HURON STEALS A LAP

New Yorker Outwits Big Field in Long Race—Fenn First in Open.

August Huron, a young member of the Roy Wheelmen, did something at the Vailsboard track last Sunday, 3d inst., that is such a rarity that it is almost beyond the recollection of the oldest "fan" to remember when the last coup of this sort was pulled off. Young Huron stole a lap on the field in the twenty-third mile of the twenty-five mile open amateur race, an unusual feat on a quarter-mile track, and this advantage held him in good stead for he had only to sleighride in to win the event. Honors were pretty evenly divided. Martin Kessler, the sturdy young rider from the Edgecombe Wheelmen, won the half mile handicap from scratch and L. Lusardi, finished first in the novice. Fenn took one of the professional events and Ashurst, the "Boy Wonder," was given the other. About 4,000 people witnessed the races and the program was varied enough to suit the most aesthetic.

Forty-three ambitious riders started in the twenty-five mile open, and all got away but little Johnny Peters, who fell at the start through no fault of his own. He wanted to start in the race after remounting but it was not allowed. T. Phillips dropped out at the first mile, and Pash and McIntyre quit at the second, the latter with a punctured tire. Thomas Smith punctured in the ninth lap but remounted. The first five miles was ridden in 11:58, which gave promise that something would be doing before the finish. Halligan and Smith who had changed mounts, caught the field on the twenty-third lap after a hard stern chase. Halligan changed mounts again before the seventh mile and caught the bunch after being pulled up by Al Judge. Time, ten miles, 24:33. Cameron punctured on the forty-first lap and H. Harris, Otto Brandes and another rider came together on the lower turn. The time at twelve and one-half miles was 32 minutes. Wilcox went out in the thirteenth mile. Time, fifteen miles, 37:08. There were more combinations in the race than one could figure out. One of them was for the lap prizes and Frank Eifler succeeded in coping thirty-five, while his brother got a majority of the remainder. Time, 20 miles, 50:20. Huron sprang his coup in the second lap of the twentieth mile. Just after rounding the lower turn he jumped out and opened up a gap of 100 yards. The bunch was sleeping and before they awakened Huron had increased the distance. Wildemuth, his clubmate, dropped back to pull him up but after being warned by the referee, desisted. Then Halligan dropped back and his pace was so effective that Huron caught the bunch just before the twenty-third mile. Kessler was looked upon as the winner of the race and there were many regrets when

he broke his chain in the twenty-first mile. The bell lap for the others was the last lap for Huron and he sat up. The bell lap was a corker and Charles Jacobs, of the Roys, crossed the line first for second place in a stirring finish, with the following riders, in this order, close up: Adam Beyerman, Frank W. Eifler, Jacob Magin and Marcel Dupuis. The time was very fast considering the condition of the track and is only 2 minutes 34 seconds slower than the record established on the same track five years ago.

Martin Kessler, of the Edgecombes, and George C. Cameron, of the New York A. C., were the scratch men in the final heat of the half-mile handicap and the finish between these two riders was exciting. It looked like Cameron by three inches, but the judges are supposed to know and they gave it to Kessler.

W. S. Fenn, John and Menus Bedell, Edward Rupprecht, Alfred Ashurst, and Floyd Krebs, qualified for the half-mile open. John Bedell jumped while they were jockeying for position on the lower turn and gained twenty yards. Fenn went out after him with Menus Bedell hanging on his wheel. John's efforts tired him and he got lost somewhere on the back stretch of the bell lap. Fenn won from Menus by about four inches and Krebs and Ashurst had a battle royal for third place, the "Flying Dutchman," who sometimes doesn't soar, beating the "Boy Wonder" out.

During his career Fenn has earned an enviable name for himself in handicap races. The other riders always seem to enjoy seeing Fenn do all the pulling; they get the benefit of it, and by very generously letting Mr. Fenn do all the donkey work they seem to think they will stand a chance of beating him out in the sprint. This is what happened in the three-mile handicap. The handicapper had placed John King, Al Guery and H. Appleton, the latter a wild-eyed individual from somewhere out on the long marks, and by pulling each other they came very near coming in for the prizes. The low markers would not set any pace and finally Fenn got tired and went out. By dint of hard work he succeeded in bringing the bunch up to King and Guery on the back stretch of the bell lap. Menus Bedell and Alfred Ashurst had a rare dustup for first, and it looked very much like the heavyweight, but Ashurst was given the call, and the money. Fenn got in for third and Schlee was fourth. The summaries:

Quarter-mile novice—Qualifants: Charles Heilbron, C. Arnold, Battiste Soubie, J. Haynes, J. Poos, F. Lusardi, T. Phillips and D. Saponari. Final heat won by F. Lusardi; second, T. Phillips; third, Charles Heilbron. Time, 0:35.

Half-mile handicap, amateur—Qualifants: F. Cobb (80 yards), O. J. Steih (80 yards), Adam Beyerman (10 yards), B. F. Pash (70 yards), Gustave Dnester (35 yards), Al Judge (40 yards), Marcel Dupuis (20 yards),

Joseph Witting (30 yards), John Peters (80 yards), H. Vanden Dries (10 yards), J. M. Eifler (35 yards), George Pauli (30 yards), Charles Anderson (35 yards), J. Haynes (85 yards), George Cameron (scratch), Frank W. Eifler (10 yards), Martin Kessler (scratch), and Victor J. Lind (30 yards). Final heat won by Martin Kessler, Edgecombe Wheelmen; second, George Cameron, New York A. C.; third, H. Vanden Dries, Edgecombe Wheelmen; fourth, B. F. Pash, Louisville, Ky. Time, 1:03½.

Half-mile open, professional—Qualifants: W. S. Fenn, John Bedell, Edward Rupprecht, Alfred Ashurst, Menus Bedell and Floyd Krebs. Final heat won by W. S. Fenn; second, Menus Bedell; third, Floyd Krebs; fourth, Alfred Ashurst. Time, 1:05½.

Twenty-five mile open, amateur—Won by August Huron, Roy Wheelmen; second, Charles Jacob, Roy Wheelmen; third, Adam Beyerman, New York; fourth, Frank W. Eifler, C. R. C. A.; fifth, Jacob Magin, National Turn Verein Wheelmen; sixth, Marcel Dupuis, Roy Wheelmen. Time, 1:03:13. Lap prize winner, Frank W. Eifler.

Three-mile handicap, professional—Won by Alfred Ashurst (80 yards); second, Menus Bedell (100 yards); third, W. S. Fenn (scratch); fourth, Charles Schlee (150 yards); fifth, Edward Rupprecht (130 yards). Time, 6:36¾. Lap prize winner—John King, 7.

Program of Championship Meeting.

The program for the world's championships, which this year will be decided on the Junction track at Geneva, Switzerland, July 29 and August 2 and 5, have been made public. On the first day the preliminary and semi-final heats of the amateur championship, at 1,200 metres, will be held, as will also the professional handicap race, 100 kilometre event and 10 kilometre motorcycle race. The final of the 1,200 metre amateur will be decided on July 2. On the same day the trial heats of the professional championship, at 1,200 metres, will be run, and the series and final of the professional tandem, 2,000 metres, 30 kilometres, 30 kilometres motor paced race for professionals, and a 10 kilometre race for motorcycles. On the last day, August 5, the semi-final heat of the world's professional championship will be the great race. The amateur riders will contest for the 100 kilometre championship of the world and there also will be a 14-lap race for professionals and a 10 kilometre race for motorcycles.

Whether America will be represented in the person of Frank Kramer is a doubtful question. Kramer is, according to his letters, sick and tired of Europe, and wants to hurry back as soon as his contract expires the latter part of this month, but his friends here are endeavoring to persuade him to remain another month and win the highest title of cycling so there will be no room to question his superiority over every sprint rider in the world.

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

WALTHOUR'S LONG STERN CHASE

Apparently Hopelessly Beaten he Fights a Good Fight and Wins—Hall Quits.

Against odds that would have discouraged a less capable rider, Robert J. Walthour, of Atlanta, Ga., met and defeated at the Revere Beach saucer, Boston, Mass., last Saturday night, 2d inst., W. Thomas Hall, of Canningtown, England, and William Stinson, of Cambridge, Mass., in a twenty-five mile motorpaced race. Both the other riders were given a handicap of six laps each over the world's champion. The score card announced only four laps and Walthour was inclined to protest when the limit was raised, but he stayed game, and not only overcame the big handicap, but also rode to victory after changing wheels twice and losing in the changes an additional six laps to the Cambridge man.

The three riders started from scratch, Walthour having the pole, with Stinson next and Hall on the outside. They started away on even terms but Hall's motor went wrong and they were called back for a second start. Walthour was the first to tack on behind Gus Lawson, Stinson was a little behind with Turville in front, and "Tommy" Hall was paced by Carl Rudin. The Atlanta man started off at a terrific clip and Stinson also was riding well, so well, in fact, that before the third lap was finished both he and Walthour had lapped the little Englishman. During the third mile Walthour gained his first lap on Stinson. The latter was then three laps ahead of Hall. The southerner gained his second lap on Stinson in the fifth mile and in the seventh mile he gained another, getting his fourth in the ninth. He passed the Cambridge rider again in the eleventh mile and at 12½ miles he gained another lap, and took the lead in the race after cutting down an enormous handicap.

In the thirteenth mile Hall gave up and left the track. Walthour's tire burst in the sixteenth and before he could remount Stinson had gained a lap. The champion hardly had got positioned when the second wheel gave way under him and Stinson passed him five times before he could secure another mount. Stinson was beginning his eighteenth mile when Walthour got moving again with his accustomed speed. Then the 2,500 spectators witnessed a race worth going miles to see. Stinson had been riding steadily and the additional advantage of laps gained made him look an easy winner, barring accidents. Walthour went at him with soul-thrilling spurts, but Stinson displayed some of his old-time vigor and stayed Walthour off until the twenty-second mile, when the latter passed him. The strain was too much for Stinson and in trying to stall the southerner he lost his roller. Before he could tack on again Walthour had regained three laps lost. At the finish gun Walthour led by a lap and a quarter. The time was 36:56½.

J. B. Coffey disappointed his followers in the ten-mile motorpaced match race with Elmer Collins, of Lynn. However, the event was a race from start to finish the Lynn man winning out by only half a lap. The time for five miles was 7:39½, and for the race, 15:04½.

John Clark, of Everett, was graduated from the novice ranks by winning the half mile. E. Boyce, of Lynn, finished second, and H. I. Reynolds, of Brockton, third. Time, 1:08½.

The five-mile open event had fifteen starters but at the beginning of the last mile one-third this number had been weeded out. J. C. Helander, of Brockton, led at the last mile, closely followed by Tom Connolly, of Everett. In the sprint for the tape Helander was passed by both Tom and Charles Connolly, the former winning in a trailing finish. Time, 12:54¾. Tom Connolly, Helander, Comer and F. H. Hill copped the mile prizes. Following are the summaries:

Twenty-five mile handicap, professional, motorpaced—Won by Robert J. Walthour, Atlanta, Ga. (scratch); second, William Stinson, Cambridge, Mass. (6 laps). Time, 36:56½. Also ran—W. Thomas Hall, Canningtown, England (6 laps).

Ten mile motorpaced match race, professional—Won by Elmer Collins, Lynn; second, J. B. Coffey, South Boston. Time, 15:04½.

Half-mile novice—Won by John Clark, Everett; second, E. Boyce, Lynn; third, H. I. Reynolds, Brockton. Time, 1:08½.

Five-mile open, amateur—Won by Tom Connolly, Everett; second, Charles Connolly, Everett; third, C. J. Helander, Brockton. Time, 12:54¾. Mile prizes—T. Connolly, Helander, Comer and Hill.

American Negro "in the Money."

Woody Hedspeith's ebony hued skin glistened with perspiration and delight at Brendenburgh, Germany, on May 7th. In a one hour motorpaced race the Europeanized descendant of Ham finished third with 52 kilo. 400. Heiny won the race with 54 kilo. 220, and Puspoeki was second. Hedspeith was again inside the money in the 10 kilometre race, finishing third, the first and second men being, respectively, Heiny and Puspoeki. Time, 11:45. In a handicap race the negro was placed on scratch and he crossed the tape first beating, in order, Voight, Mensing and Niderau.

Knabeshue Becomes a Motorcyclist.

Roy Knabeshue, perhaps the best known aeronaut in America, has turned his attention from flying machines to motorcycles. Knabeshue's interest was developed curiously enough though his experiments with flying machines. The engine which he used in his airship was made for him by the Consolidated Mfg. Co., Toledo, Ohio, and he became so impressed with its service that his attention was directed to the motor bicycle. Naturally, he is riding a Yale-California.

SHOES FOR ALL THE TIGERS

McDonald Gets First Choice of them—Handicap that Excited Curiosity.

There is one cycling club in New York though small numerically, that for originality, has all the other clubs hereabouts, to use a track expression, "run into the grass." Last winter the Tiger Wheelmen—that is the club referred to—promoted some decidedly novel events, but its closed club handicap road race last Sunday, 3d inst., capped the climax. So far as the race itself is concerned, it was nothing out of the ordinary, but it was the title that made those who heard of it "wonder what" and then satisfy their curiosity by journeying to Jamaica, L. I., to ascertain for themselves.

The race, a fifteen mile handicap for club members, was styled "The Shoe Handicap," an unusual name to say the least, but not so much so when the prizes are known. Every rider who finished in line for prizes received an order for a pair of shoes, from Regals and Douglasses down to a pair of bathing slippers. Just who hit upon this happy idea and why is not known, but it is thought it is just one of Harry Gliesman's little idiosyncracies, for the Tigers are too prosperous-looking a lot of cyclists to appear to be in need of coverings for their pedal extremities. However, this peculiar prize list proved a welcome relief from the usual prizes of clocks that run, —sometimes.

The course was from Jamaica over the Hoffman boulevard to Newtown and return, covered three times. Urban McDonald, the club's crack young road rider, made a regular old-fashioned double killing, winning first place prize from scratch, no mean feat, considering the hilly course and the fact that he had to overhaul a limit man who had eight minutes' start, and that without pace. McDonald's time was, naturally, the fastest, and he covered the fifteen mile course in 40 minutes 12 seconds.

Second place was captured by Archibald Barton, who had the limit, eight minutes. His actual time was 40:26, and he finished only fifteen seconds back of McDonald. George B. Hunter, from 1:30, finished third and Samuel Morrison, who is showing up well in road races this season, finished fourth, with one minute handicap. The summary:

1. Urban McDonald.....scratch	40:12
2. Archie Barton	8:00 48:26
3. George B. Hunter	1:30 43:06
4. Samuel Morrison	1:00 42:36½
5. Jos. Reynolds	6:00 51:58

Motor bicycles with side car attachments, are the newest thing in the Vienna postal department, an experimental service recently having been inaugurated, for collection purposes.

SALT LAKE SEASON OPENS

Lawson Shows his Old Form—Visiting
Australians Finish with the "Also Rans."

Salt Lake City, May 31.—Other than those bicycle riders who came in for a share of the prize money made good at the opening of the Salt Palace saucer here last night; one was John Chapman, the manager of the bowl. Chapman had said that when the season opened in Utah he would have gathered together the greatest aggregation of pedal pushers ever seen at one time on one track. Chapman most certainly made good his assertion. With twenty-three professionals and each one of the A-1 variety, the first meet of the season on Decoration Day night could not help being a success; at least 5,000 spectators thought so and weather conditions were not salubrious, either.

The most notable performance of the evening was made by Iver Lawson in the one mile open, in three heats and a final, two in each and three in the fastest heat to qualify. The first was captured by E. A. Pye, one of the Australian riders that McFarland brought back with him, with W. "Pedlar" Palmer, another Australian, third. S. H. Wilcox, the young boy who turned professional to ride in the six day race, was third. Time, 2:23½. Norman C. Hopper, of Minneapolis, crossed the tape first in the second heat, beating out Hardy K. Downing, of San Jose, Cal., and W. E. Samuelson, of Salt Lake City, in this order. Time, 2:11. Samuelson, by the way, has been reinstated by the National Cycling Association. Iver Lawson, Saxon Williams and Cyrus Hollister crossed the tape in this order in the third heat. Time, 2:08. In the final heat, Lawson swung into fourth position and hung onto Downing's wheel the greater part of the distance. Downing went out first in a gruelling sprint. Hollister made a herculean effort to get around the bunch but was unsuccessful, Lawson taking first place from Downing and Williams beating out Hollister. The time was very fast, 1:56¾.

Although the National Cycling Association at its annual meeting passed a rule prohibiting team work, officials and riders alike appeared to be non-cognizant of the fact in the five mile open for pros. Joe Fogler, the fast Brooklyn lad, and Floyd McFarland, teamed and did not make any bones about it. There were other combinations also, each trying to land his man. The Fogler-McFarland team was "on the job," however, and the blonde Brooklynite landed his man an easy winner. Norman C. Hopper got second, "Billy" Samuelson, third, W. "Pedlar" Palmer, fourth, and Walter Bardgett, the crack Buffalonian, fifth. Time, 10:38¾. Hollister's chain broke, which put

him out of the running. Fogler won the lap prize.

A cracking good race was the half-mile handicap for "simon pures." "Musty" Crebs was placed away out on 90 yards, but he never will get that lead again. Crebs ran away from the others and won with ease, Jack Hume, from 15 yards, getting second. F. H. McLaughlin, 25 yards, was third. Time, 0:56¾.

The final heat of the one-mile open amateur was too slow for the time limit, 2:20, so it was ordered re-run. F. H. McLaughlin won out easily. Hal McCormack, of San Jose, Cal., finishing second, and Frank Schnell, third. Time, 2:14¾. The summaries:

Half-mile handicap, amateur—Qualifants: A. Crebs (90 yards), R. Mayerhofer (70 yards), F. H. McLaughlin (25 yards), J. B. Hume (15 yards), Hal McCormack (scratch), A. L. Bird (90 yards). Final heat won by Crebs; second, Hume; third, McLaughlin. Time, 0:56¾.

One-mile open, professional—Qualifants: E. Pye, Australia; W. "Pedlar" Palmer, Australia; Norman C. Hopper, Minneapolis; Hardy K. Downing, San Jose; Iver Lawson, Salt Lake City; Saxon Williams, Salt Lake City; Cyrus Hollister, Springfield, Mass. Final heat won by Lawson; second, Downing; third, Williams; fourth, Hollister. Time, 1:56¾.

One-mile open, amateur—Qualifants: J. B. Hume, Fred West, F. E. Schnell, F. H. McLaughlin, Hal McCormack, A. Crebs. Final heat won by McLaughlin; second, McCormack; third, Fred Schnell. Time, 2:14¾.

Five-mile open, professional—Won by Floyd McFarland, San Jose, Cal.; second, Norman C. Hopper, Minneapolis, Minn.; third, W. E. Samuelson, Salt Lake City; fourth, W. P. Palmer, Australia; fifth, Walter B. Bardgett, Buffalo. Time, 10:38¾.

Salt Lake City, June 2.—The prophecy that records will go by the boards here this summer came near being fulfilled last night when Iver Lawson won the one mile open in the fast time of 1:55¾. Three trial heats at one-half mile and a final decided the race. Joe Fogler, of Brooklyn, won the first heat, beating out Floyd McFarland. A. J. Clark, "Mac's" friend from the land of the Kangaroo, finished third. Time, 1:24¾. Lawson captured the second heat, with Downing a close second and W. "Pedlar" Palmer, third. Time, 1:08. The third heat went to W. E. Samuelson, Salt Lake's "pride." E. E. Smith got in second and "Bridget" Bardgett, third. Time, 1:11¾. Fogler started the sprinting in the seventh lap with Samuelson hanging on. Lawson stalled off the Brooklyn man's sprint and won out in a brilliant finish, McFarland getting in second, Downing third and Samuelson fourth. Time, 1:55¾. "Big Bill" Furman set out to pace the bunch but was left behind after a couple of laps. Although the night air was more than chilly, over 4,000 people attended the meet.

The other pro event was a mile handicap with five to qualify in each heat for the final. The first went to A. J. Clark, the Australian, from 85 yards, Jack Burris, five yards ahead of him, finishing second. H. K. Downing, 50 yards, crossed the tape third, Iver Redman, 100 yards, was fourth and Ben Munroe, of Memphis, Tenn., barely qualified by coming in fifth. W. E. Samuelson was the scratch man, and he was shut out. Time, 1:55¾. W. "Pedlar" Palmer, on 85 yards, showed what an Australian is capable of doing, in the second heat. He rang in first. Walter Bardgett showed some of his old time speed by finishing second from 45 yards. Cyrus L. Hollister (25 yards), who has a penchant for wives, finished third; Norman C. Hopper was fourth from 70 yards, and "Big Bill" Furman actually got in from 80 yards. Time, 1:56¾. Hollister won the final heat by hard work, Burris was second and Bardgett immediately wrote a souvenir postal card home to his folks telling he got third. Time, 2:00¾.

Clem Turville, Ed Heagren and T. M. Samuelson gave the spectators an exhibition of some fast motorcycle riding in the five mile open for these machines. Turville won out with Heagren second, and Samuelson third. Time, 6:39.

Fred West, R. Mayhofer, Hal McCormack, A. Nadel, A. Crebs, Jack Hume and F. E. Schnell qualified for the final heat of the three-quarter amateur. Hume, in a spectacular finish, won the final, but only by the skin of his teeth. Fred West sailed in a close second, while Hal McCormack, the Californian, and Crebs, the youngest rider on the track, finished fourth. The time was fast, 1:35¾. The summaries follow:

One mile handicap, professional—Qualifants: A. J. Clark (85 yards), J. Burns (90 yards), H. K. Downing (50 yards), Iver Redman (100 yards), Ben Munroe (130 yards), W. P. Palmer (85 yards), Walter Bardgett (45 yards), Cyrus Hollister (25 yards), N. E. Hopper (70 yards) and W. G. Furman (80 yards). Final heat won by Cyrus Hollister, Springfield, Mass.; second, Jack Burns, Salt Lake City; third, Walter Bardgett, Buffalo, N. Y. Time, 2:00¾.

Three-quarter mile open, amateur—Qualifants: Fred West, R. Mayhofer, Hal McCormack, A. Nadel, A. Crebs, Jack Hume, Fred E. Schnell. Final heat won by Jack Hume; second, Fred West; third, Hal McCormack; fourth, A. Crebs. Time, 1:35¾.

One-mile open, professional—Qualifants: Joe Fogler, Floyd A. McFarland, Iver Lawson, Hardy K. Downing, W. P. Palmer, W. E. Samuelson, E. Smith. Final heat won by Iver Lawson, Salt Lake City; second, Floyd McFarland, San Jose, Cal.; third, Hardy K. Downing, San Jose, Cal.; fourth, W. E. Samuelson, Salt Lake City. Time, 1:55¾.

Five-mile open, motorcycles—Won by Clem Turville; second, Ed Heagren; third, T. M. Samuelson. Time, 6:39.

RACE WAS A MUD PLUG

Blood and Bruises Mark Utah Event—Followed by Observation Train.

After an eighteen-mile ride through dust, mud, water, up-hill and down, over rough roads and smooth, Burton Harding, a native Salt Lake boy, captured first place in the postponed Decoration Day road race, which was held on Saturday last, 2d inst. Harding had 4 minutes 30 seconds' handicap. Charles Archibold, last year's time prize winner, annexed the honor again this year, covering the course in 51 minutes 20 seconds. John Berryessa, of San Jose, Cal., also on scratch, won second time prize, in 52:34.

The roads over which the race was run were all right as far as Bountiful, but at that place Jupiter Pluvius had been busy, and as a consequence the sandy-clay roads were very slippery. All the riders as they finished were covered from head to foot with mud and their machines carried enough brick clay to start a small brick yard. The slippery roads were, of course, the cause of innumerable spills. The rider who finished the race without having once taken a tumble was the exception. Among the number who had the worst falls were George Lindholm, who reached the tape in twenty-first place, with his arms and legs cut and bleeding profusely. "Chick" Fehr came in tenth with bruises from head to feet. Arnold Hughes and J. A. Hume, the "crack" track rider, also took several croppers.

The race was started at exactly 3:10 and the seven minute men began the grind. At 3:36 all of the 70 starters were under way and the observation train pulled out; it carried over 1,000 people over the course. The scratch men were caught by the train at Warm Springs and they were riding fast and close. The second bunch, composed of 4:00, 4:30 and 5:00 minute men, were strung out over a mile, with H. Kesler in the lead. The other long markers had bunched at 3:50 o'clock and were riding well.

When the wet roads of Bountiful were reached the pace became so slow that the train had to stop and wait for the riders. They were lost from view for about ten minutes and when sighted again Vic Harrison (6:00) was leading, with Harding working hard to catch him. On the home stretch Harding unwound quicker and swept over the tape with a lead of about four feet. In third place and not a dozen yards behind the first two came Archibold, the winner of the time prize. Forty-one riders finished.

One of the riders who deserves a great deal of credit is Roland Thomas (5:00) who finished seventh. Thomas broke his wheel when he was third in the race. At the top of Frances hill he espied a small boy riding a bicycle made in the ante-bellum days, to

judge from its looks. Grabbing the wheel from the boy and giving him his, Thomas set out to overtake the men in front, and his finish away up in front showed determination and endurance. Summaries:

Place.	Name.	Hdep.	Time.
1.	Burton Hardy	4:30	58:16
2.	Vern Harrison	6:00	57:17
3.	Charles Archibold	scratch	51:20
4.	G. C. Morris	3:00	55:11
5.	Victor Bernstrom	2:00	54:31
6.	J. Berryessa	scratch	52:34
7.	Roland Thomas	5:00	58:05
8.	J. E. Rauscher	6:00	59:45
9.	Charles Hauser	7:00	1:01:01
10.	Chick Fehr	3:30	57:44
11.	A. J. Hoffman	3:00	57:28
12.	Frank Schnell	scratch	54:36
13.	A. Rasmussen	3:30	58:07
14.	H. L. Smith	6:00	1:00:44
15.	Albert Creps	2:30	57:14
16.	Edward Smith	2:00	57:02
17.	A. R. Emery	4:00	58:07
18.	A. Jackson	4:00	59:11
19.	G. F. Bates	3:30	56:42
20.	H. E. McCormack	scratch	55:20
21.	George Linholm	(3:30),	58:23;
	Clarence Mabey	(scratch),	55:26;
	23, J. Drefenbocker	(4:30),	55:28;
	24, Herbert Young,	(5:00),	1:00:57;
	25, W. McCallum	(5:30),	1:01:36;
	26, Jack Hansen	(2:00),	58:16;
	27, M. Wonnacott	(4:00),	1:00:16;
	28, Francis Meirs	(2:30),	58:57;
	29, A. B. Smith	(2:00),	58:23;
	30, Phil Wright	(1:00),	57:24;
	31, E. Erickson	(5:30),	1:03:34;
	32, N. Fullmer	(6:30),	1:03:10;
	33, Lewis Winsten	(6:30),	1:03:24;
	34, C. E. Riley	(3:00),	1:00:50;
	35, O. E. Bocher	(3:30),	1:04:25;
	36, Eddie Kramer	(4:00),	1:02:23;
	37, H. Christopherson	(5:30),	1:03:27;
	38, Willie Gillam	(4:30),	1:03:25;
	39, George Knight	(4:30),	1:03:45;
	40, Arnold Struhs	(6:00),	1:05:16;
	41, H. Kelser	(2:00),	1:02:08;
	42, Henry James	(2:30),	1:02:20.

Friol Again French Champion.

Emil Friol is champion of France. He won the title for the second time, having held it in 1904, at the race meet which decided the honor at the Velodrome des Princes, Paris, Thursday, May 24. To do this Friol had to defeat forty of the best professional riders in France, including Poulain, who won the championship last year. The distance was 1,000 kilometres (621 miles), and after five preliminary heats, four of the consolation heats called "repechage," two semi-finals and a repechage in that, Friol, Dupre and Poulain had qualified for the final heats.

Friol won the first final heat by half a wheel from Poulain, Dupre being two lengths behind. The time was 3:37. The second was captured easily by Dupre, Friol getting in second and Poulain a length and a half behind. Friol beat Dupre by a length in the third final heat and Poulain trailed Dupre by about the same distance. The final classification gave Friol the victory with 4 points, Dupre second, with 6, and Poulain third with 8.

DENVER TRACK RE-OPENED

First Meet Fared Well, Though Pacing Machines Behaved Rather Badly.

Eight hundred sport-loving Denver enthusiasts yelled themselves hoarse at the reopening of the saucer track at Denver A. C. Park track, Decoration Day afternoon, and in return for their enthusiasm were rewarded with a card of good racing.

Perhaps no one distinguished himself during the afternoon as did G. R. Boyd. Misfortune clung to his rear wheel as tenaciously as if it had singled him out a victim, and he did not land a first, but his gamehood took the crowd and he was easily a favorite. His bad luck began in the first heat of what was to have been a 30-mile motorpaced race in three ten-mile heats. Erne W. Smith was his opponent. Boyd's pacing machine behaved badly during the first seven miles and finally it refused to spark altogether. Boyd finished the race as best he could without pace. He brought down the cheers of the house once when he slipped in behind Smith and stole his roller, which the other rider had dropped momentarily. The steal did him no good, however, for he finished four laps to the bad, which is not very bad, at that.

In the second heat Boyd rode behind a motorcycle minus the roller. He made one of the pluckiest rides of his life and finished only two laps behind Smith. With an even break the changes were that Boyd would have walloped Smith unmercifully, notwithstanding that the former is just out of a hospital.

The five-mile motorpaced race between Frank Starbird and John Beard was won by the former in 10:59½. Beard should have been an easy winner had not his pacemaker forgotten that he had a man behind him and endeavored to create records on the side. Summaries:

One mile novice—Won by E. W. Armstrong; second, James Allen; third, Carl Kemler. Time, 2:25.

One mile tandem—Won by Harry Bert-holf and Charles Ferguson; second, Joseph Hudson and Albert Lamoreaux. Time, 2:15.

Ten mile motorpaced, professional—First heat won by E. W. Smith; second, G. R. Boyd. Time, 10:00. Second heat and race won by E. W. Smith; second, G. R. Boyd. Time, 19:15.

Two mile handicap, amateur—Won by James Allen (150 yards); second, John Beard (scratch); third, E. W. Armstrong (150 yards). Time, 4:47.

One mile exhibition, motorpaced—E. W. Smith. Time, 1:47½.

Two mile, professional, motorcycle—Won by Vic Anderson; second, George Welch. Time, 3:10.

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the statements of an unscrupulous
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"Jock" Discusses the Matter of Luggage and Explains his Conclusion.

"Luggage, or baggage, or however else one may describe that intolerable load under which mankind—ah! and womankind—is fated to travel under in these days, always appeals to me as a veritable curse; indeed, were I given to superlatives, I might, not untruthfully, refer to it as the greatest curse which civilization has brought to the traveler," writes Jock in the *Scottish Cyclist*. "I say traveller advisedly, for the troubles that follow on the trail of luggage are common, more or less, to every individual who, even for the space of a single night, forsakes the well ordered surroundings of his own hearth. Travel by what means he may matters but little—his baggage is the bane of his existence. He can't go without it, or, at any rate, custom has taught him to believe that he cannot; and he finds the greatest trouble in traveling with it. It is the Banquo that sits unbidden but persistent at the feast of his annual holiday. From the time he opens the receptacle, the foundation of his luggage, and lays the first article at the bottom thereof, until he has unpacked it at the end and found, let us hope, the tale of his belongings complete, luggage monopolizes his mind.

"Bad as is the luggage question on a bicycle, I think it is infinitely worse when traveling by train. To begin with, you generally increase its volume about tenfold, unless you happen to be accompanied by your wife when you multiply it by ten times ten and to such an extent does the responsibility it entertains encompass you that you are oblivious to all other matters mundane until you have found and tipped a porter to safeguard your property and see it in the train; after which you have to devote your attention to the porter in case he betrays his trust and leaves your bags and boxes at the mercy of the thieves who, as every one knows, haunt railway stations by the hundreds.

"Even when in the train, a feeling of uncertainty haunts you as to whether it all is a bore, or whether the back portion of the train, where your luggage has been stored, is not destined to be hitched onto some other engine, to find its destination in an entirely different direction to yourself. At last the train is on the move, and a new worry has you in its grip; for away on the far end of the platform lies a box, which you are prepared to bet the Bank of England to a trousers button is part of your property. 'It's no use telling me, sir, that I may be mistaken; I'd know that box in a minute.' You sit and worry about it until the journey's end when you find all your belongings lying comfortably in the van.

"But the luggage nuisance is not new; it antedates cycles and railways, and even what is known as the 'coaching era.' Luggage has been a drag on mankind's progress ever since mankind took to sporting a Sunday suit or a 'best' frock.

"History teems with instances to prove this. How many great undertakings have been spoiled because the undertakers insisted upon carrying around with them a lot of luggage? Only a few days since we had a reminder of the moral history points in this by the announcement that somebody or somebodies were going to hunt for King John's odds and ends lost in the Wash. Most of us lose things in the wash, but the Wash referred to here is a geographical, not a domestic, and though King John does not in my opinion rank high in the calendar of even England's saints, I think we can all accord him a hearty vote of sympathy as we picture him looking back and beholding his wagons being swallowed up in the waters. And talking of the Wash reminds me of another proof of my contention, given by the late war in South Africa. We have it on no less authority than the 'Daily Mail' that our opponents never washed, and therein, I am convinced, lies the explanation of their early successes. As they never washed, they had not even to burden themselves with so much as a cake of soap—hence their mobility. It was only when they started carrying around a bath tub and a dress suit that they got into trouble.

"The happy dwellers in warm latitudes score heavily in the matter of luggage. I cannot speak from personal experience of the 'nigger' in his native haunts, but I am given to understand that the whole costume of the native in some parts of the world would not fill an average pill box.

"Still, we have to face the unpleasant fact that, when we cut ourselves adrift from home, luggage, whether it be much or little, is a necessity; and given the luggage, comes the question of how to carry it. The worthy folk who devote their lives to thinking hard to find means whereby to remove obstacles from the path of the cycling tourist have done their best to make it easy to carry a maximum of luggage on a minimum of bicycle. There is hardly a portion of the bicycle, ancient or modern, which has not in turn been requisitioned to support a luggage carrier.

"In the brave days of old, when we disported ourselves on the ordinary, as the old high bicycle is miscalled, the luggage question was a truly burning one. It, the luggage, was sometimes fixed behind the saddle and extended in a sausage-like package half-way down the backbone; then some genius invented a sort of front-fork extension, which carried a bag on either side of the wheel pannierwise, the luggage being thus conveyed between the hub level and the ground. Even the inside of the wheel was utilized, a carrier encircling the hub, and necessitating, if I remember aright, the unpacking of one's wardrobe in the

stable yard. Happily, the safety is more adaptable, and offers more scope for the inventive genius to exercise itself—handle-bar carriers by the dozen, and front-wheel carriers, and frame bags, and last but not least, back-wheel carriers have all had their turn, and have all or nearly all survived. The palm for convenience must, I think, be given to the little platform carrier over the back wheel. Strange that such a contrivance should have appeared so late in the day, for of all positions whereon to impose the unwelcome burden there can be no doubt that over the centre of the driving wheel and well below the level of the saddle is the best. Personally, I do not use a carrier of this kind for touring, because, as I explained in a previous paper on 'Impedimenta,' the bulk of my luggage is almost a negligible quantity. In fact, I approach as nearly as possible on tour to my ideal native as convention will permit, and find a small handle-bar carrier ample for my needs. But for those whose views on this important matter do not coincide with my own, the rear platform carrier is as near perfection as we are likely to get so long as the bicycle retains its present form. I have tried it pretty extensively in a business way, and have never found it wanting.

"The front platform carrier I have no practical knowledge of, but theoretically I am against it, except for those of sybaritic tastes who cannot tour happily without a ponderous load of their belongings. Any great weight in front of the steering fork must spoil the delicacy of the steering, and of all positions practicable this I consider the least desirable. For the frame bag little can be said in favor. Its principal admirers are those who have never tried it on a lengthy tour, and its shortcomings were so pronounced in my own case that it was one of the main causes of my conversion to the ranks of the light marching brigade. Were a man's nether limbs placed some two or three inches further apart the frame bag would probably answer fairly well, but man being built, as a rule, to a standard specification, and not being adaptable to improvement up to date, the frame bag must be struck off the list if he is to tour in comfort. When new it answers fairly well, but after a little use the pristine flatness of its sides changes to a double full-belliedness provocative of discomfort to all but those favored with the doubtful blessing of bow legs.

"The back-wheel carrier would therefore appear to be the best, and among its claims to patronage may be used its adaptability to carry packages of every kind, sort, or description, as Dr. Turner would say. For packing one's touring outfit I have seen a recommendation to use the little collapsible straw baskets from Japan, but these, though collapsible, have a certain irreducible minimum of size, and, not being waterproof, have to be covered with some material impervious to the weather. A better plan, which I used to follow in my tricycling era,

Motorcycles in Use in Stricken San Francisco



is to utilize a couple of pieces of stout mill-board, between which everything can be packed, and the whole bundle be covered by a square of mackintosh sheeting. It is advisable to fasten such a bundle independently of the straps which attach it to the carrier, so that it may be removed intact, and the risk of unintentionally spilling and displaying our wardrobe to the vulgar gaze avoided.

"I think the best solution is to learn to dispense with as much as possible, and travel lightly laden."

Result of Trying Strange Machines.

Riding another man's motor bicycle is something like riding another man's horse, there is no telling just what will happen during the first few minutes, and even after they have been passed over in apparent safety, history is apt to be making rapid strides just when it is least expected. The other day, a well-known expert was invited to try a new mount which a friend had just become the possessor of, and nothing loth, after being assured that it was sound and kind in every way, he essayed to bestride it. Running along side for a flying start, in showy fashion, he accidentally dropped the exhaust lifter just as he was bounding into the saddle, and was pained and not a little alarmed to note the vivacious manner in which it picked up a twenty-mile pace, and shot away from the mark. As his course was limited to a roadway none too broad, leading to a high board fence which blocked it not a hundred yards away, it became a case of jump or be projected through the fence, and he wisely chose the former course, landing emphatically and ungracefully on the ground with the mount on top of him. Barring a few scratches, no harm was done, but the incident taught him a lesson. Later, it developed that the machine was built for racing, and that its slowest speed was something like 18 miles an hour.

How the Tricars Helped.

Although a deal has been written and spoken of the part which the motor vehicle played in the recent disturbance in San Francisco, it is safe to say that the half has not been told, nor ever will. For in such a time of confusion, though each man's part in the common toil may be related, so numerous and varied were the experiences and so many and diverse were the parts played in the drama, that no summary can ever be tabulated. Only, it is apparent that in the chaos which followed the earthquake and the fire, the bicycle and the motor-cycle in dispatch and courier duty, performed their parts in a faithful and satisfactory manner which was in no way eclipsed. Naturally enough, the tricar, too, had work to do, and what it did, seemingly has escaped the narrative of tongue and pen alike, up to the present.

Accompanying, are two hitherto unpublished pictures illustrative of the service of that particularly light and facile vehicle, in mute but conclusive evidence of its work. In one, a worried looking man, with his lares and penates strapped before him, is to be seen—a part of the general exodus which followed the destruction of approximately one-third of the great city. In the other, a glimpse of the relief work is to be had. The injured man in the fore-carriage, despite his bandages, appears to rather enjoy his position.

Whatever may have been the efficiency of the ponderous motor cars at that time, it is perfectly apparent that the work of the cycles was at a great advantage over them because of their lightness and the facility with which they could be guided over the treacherous courses which they were obliged to follow. Everything was in their favor, quick to respond to the steering arm, elastic in control and action, sufficiently short in base to be managed in narrow quarters, and stable in withstanding

the hardest of knocks, they proved their worth through all the long hours of their service.

When Motorcycles "Flared up."

Burning up is an evil habit that has been thus far confined to the automobile, but within the past week two cases of motor bicycles having taken fire have appeared. One comes from Springfield, Mass., and resulted in calling out the local fire department. The owner of the machine was filling the tank with gasoline when in some mysterious manner or other it took fire. The height to which the flames leaped caused some timid bystander to summon the professional fire fighters but their services were not needed and after the supposed conflagration the motor bicycle was little the worse for wear.

The second case hails from the other side. In this instance the cyclist was riding along when the tank was suddenly enveloped in flames. The latter spread with great rapidity and caused the rider to come to a halt and dismount with more agility than grace. One of the curious crowd attracted by the sight was seemingly more interested in putting out the fire than the owner of the machine, for he quickly took off his coat and tried to smother it. The net result was the loss of one coat which burned as quickly as the gasoline. When both coat and machine owners had resigned themselves to complete loss a policeman rushed out of a nearby station with a hand extinguisher which brought the show to an end in short order. As was naturally to be expected, the only damage done in either case was to the saddle, although the coil and battery are vulnerable points which were protected in the instances in question, by their location away from the tank.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

RELATING TO LUBRICATION

Instructive Discourse on the Oiling of Motorcycles and the Grades of Oil.

Some interesting points in the all-important subject of lubrication that have either not been touched upon at all previously or dismissed with slight attention were brought out in a paper on this topic read to the members of a foreign organization by J. W. Brooker. Before actually touching upon the subject of lubrication proper, he brought out the fact that there is more than one kind of friction; when the surfaces of two solid bodies slide or roll upon another what may be termed "solid" friction is set up, and when fluids do likewise "fluid" friction. Lubricants minimize the former, but they set up the latter themselves.

The ideal construction is one when the sliding surfaces are completely separated by the film of lubricant; but it is seldom attained, so that for all practical purposes there is a compound friction due to the action of surfaces partly separated by a fluid in which there is solid friction where the bare surfaces touch one another, and fluid friction where the lubricant intervenes. Viscosity is the property by virtue of which the lubricant forms a comparatively thick film between rubbing surfaces. The more viscous the lubricant, the greater is the pressure which can be sustained; but, at the same time, unnecessary high viscosity creates unnecessary fluid friction, and the viscosity of the lubricant should, therefore, be in proportion to the pressure which it will have to sustain.

One of the functions of a lubricant is to overcome or neutralize accidental variations of the smoothness of surfaces, which though almost infinitesimal in magnitude, cause variations in the friction and always tend to produce overheating, and it is solely a matter of chance when these tendencies preponderate over the lubricating effect of the oil. A light oil lubricates as well as a viscous one when all is smooth, but when a minute irregularity occurs, such as grit or rough places on the surfaces, heat is generated when the oil becomes too thin, and there is a risk of seizure taking place. By the use of a plentiful supply of a viscous lubricant this risk can be considerably reduced. A new engine under lubricated will seize much more readily than one well run in. There are three other conditions to meet which a viscous lubricant is necessary, viz., great pressure, slow speed, and high temperature.

"Seizing" always can be traced to a failure of the lubricant to keep metal surfaces adequately separated by a film of oil. Either the oil may be too thin, or the pressure between the surfaces too great, or there may be no lubricant there at all. The last will be a matter of rank carelessness or a failure of the lubricating system; in either case it

is outside the limits of this paper. When the two surfaces come into close contact under considerable pressure much work has to be done to get one to slide over the other. The heat thus produced raises the temperature of the bearing, and the molecules of metal of the two surfaces spurred into great activity by the rise of temperature diffuse from the shaft into the brasses or bushes, and from the piston into the cylinder wall and vice versa. This tendency to diffuse or weld is so great that when two metals with carefully cleaned and polished surfaces are very strongly pressed together and left for several weeks at the atmospheric temperature, molecules are found diffused throughout the other.



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Scoring and seizing are facilitated by high temperature, high pressure, and close fitting; a close fit at a low temperature becomes a much closer fit at a high temperature. Hence, the principal features that a suitable lubricant should possess are arrived at—it must withstand the maximum pressure and the maximum temperature which it will have to meet, and preserve as far as possible an unbroken film between the sliding surfaces.

The variety of substances added to a lubricant for one purpose or another is very great. Each has its use—some improve, others do the reverse. There is a material here variously known as a "thickener," "viscom," etc., intended to be added to a thin oil to increase its viscosity. It consists of cotton seed or other vegetable oil saponified with alkali and the resulting soap precipitated by alum. Ordinary soap is sometimes added to a lubricant; it imparts body and gives a fine sparkling appearance, but it is quite unfit—indeed harmful—for lubrication. Water, although not exactly an adulterant, is often found in a badly prepared

lubricant; it causes great trouble, especially in cylinders, and particularly if vegetable oils are also present. Another adulterant added to improve the viscosity of a poor oil is india rubber, it is said to prevent the tendency of an oil to gum on the bearings, but imagine its effect if it gets into the combustion chamber by mistake.

The point, however, of greatest interest is whether to countenance the addition to the mineral oil of vegetable oils, such as cotton seed, rape seed, or olive oil; or of animal fats, such as lard, tallow, neatsfoot oil, or sperm oil. In their favor it may be said that they have a very low setting or solidifying point, and when heated thin much less rapidly than do mineral oils of a similar viscosity. Further, they are more resistant to high pressures, hence their use under certain conditions for heavy steam and gas engines. The following are a few arguments against the use of vegetable oils, even in small quantities. They all develop acidity, particularly at high temperatures, which has a corrosive action on metals. They nearly all absorb oxygen from the atmosphere, and thicken or gum on the bearings. At a high temperature such as might be met in an air-cooled cylinder the fatty matter would be burnt into a tarry deposit, while a mineral oil at the same temperature would be merely volatilised and swept out of the cylinder with the exhaust gases. It is, of course, possible that with the cylinder running cool, the temperature at which the vegetable portion will be decomposed is not reached.

The first effect of heat on a lubricant is to considerably reduce its viscosity. The temperature of the cylinder wall in an air-cooled engine averages from 250 deg. to 300 deg. Fah., and in a water-cooled engine from 180 deg. to 250 deg. Fah. At the higher of these temperatures the lubricant is about as thin as water or kerosene and splashes just as readily. If there be an adequate supply, even in this state, it is capable of preserving a good film between piston and cylinder, and it is not till temperatures of 400 deg. up to 500 deg. Fah. are reached that danger arises. Unless copious supplies are pumped in to make up the loss by evaporation the piston will seize. With a well-refined pure oil, 99 parts in a 100, say, evaporate and do no damage; the one part is carbonized—that is to say, decomposed by the heat. It is solid matter in a very fine state of division; a portion of it will go out of the exhaust with the gases, the rest will be deposited on the walls of the combustion chamber and on top of the piston. In the case of the oil containing notable quantities of impurities, the proportion carbonized is very much greater, and the deposit in the cylinder head grows more rapidly.

There is another and a very prolific cause for this deposit, and that is, defective carburation. Either an over rich or a not sufficiently sprayed and vaporized mixture will cause a carbon deposit to form. In practically every case these deposits are

the cause of pre-ignition, and in many cases of overheating. There are few worse conductors of heat than carbon, and a thin film will work wonders in keeping the heat in. The lubricant is always at the same temperature as the cylinder wall, and it is this factor which governs the choice of an oil.

The size of a cylinder is of some account, because a big cylinder means a big piston and a correspondingly heavy pressure between them. If an abnormal piston speed, either very fast or very slow, is employed, that must be taken into account, but, as a rule, piston speed need not be considered, so the question narrows down to cylinder temperature as the chief question to be studied. With an efficiently water-cooled engine, an oil of moderate viscosity and volatility can be used; in fact, a good quality of gas engine oil will frequently serve. But it is necessary to discriminate between a single-cylinder and four or six cylinders; the latter engine, with its smaller and cooler cylinders, less pressure on crank pins and shaft and higher average speed of running, is best served by a thinner lubricant than the slower speed single-cylinder engine.

To sum up, the chief properties which the proper lubricant should possess are, first, sufficient body or viscosity to prevent the surfaces it is intended to lubricate from rubbing together or coming into actual metallic contact at their maximum pressure and temperature. Second, the greatest fluidity consistent with the required viscosity; third, freedom from change through atmospheric influences as well as from fatty or mineral acids likely to corrode the surfaces of the metal. Fourth, a high "flash point" or temperature of vaporisation and decomposition and a low freezing or "setting" point. That it should be free from grit, water or other foreign substances goes without saying.

To ascertain whether a certain sample of oil meets the requirements that it should have in order to be used for a certain purpose such as for the motor cylinder, it is subjected to a number of tests. Its flash point and ignition point are tested at the same time, the first representing the temperature to which the oil can be heated before it gives off an inflammable vapor and the second, the temperature at which it will actually take fire. If the specimen under test happens to be a compound consisting of light and heavy oils or a proportion of more volatile oil, this test is apt to be misleading as the light portion takes fire much sooner and ignites the remainder, before it would otherwise burn. In order to ascertain the volatility of an oil, it is usually exposed in a shallow open pan for twelve to twenty-four hours at a temperature of 200 to 250 degrees Fahrenheit, the amount of loss by evaporation determining its quality in this respect.

To ascertain its freezing or "setting" point, the sample is slowly cooled by a freezing mixture and the temperature at which paraffine or other solid hydrocarbon

is deposited is noted. In many cases no precipitation whatever occurs so that the point at which the whole mass solidifies marks the only observation to be taken. The presence of acids is also tested for and whether due to mineral acids—evidence of bad refining—or to fatty acids which show the existence of fixed oils in the sample. The latter is heated with a solution of caustic soda or potash in dilute alcohol which renders the fatty oil soluble. It can then be washed out with water and its percentage obtained, or from the mineral oil which is not acted upon by the alkali, can be extracted from the mixture with the aid of gasoline and weighed to see whether it has lost weight or not. The spreading power of a lubricant is tested by placing equal drops of it between polished glass or steel surfaces heated from 250 to 300 degrees Fahrenheit. Gumming and oxidation tests conclude the series and, as their names indicate, are to determine the absorption of oxygen or exposure, and the extent of the formation of gum, as a good mineral oil, even on long exposure, absorbs very little oxygen and remains practically unchanged, while all fixed oils change more or less quickly under these conditions and the change is hastened by warming.

The Starting of Two-Cylinders.

Although, thanks to the successful application of the exhaust-lifter to the average motor bicycle, there is, or should be, little or no difficulty in starting the machine under any and all circumstances, with the twin cylinder machine, owing to the greater power of the motor, and the more even distribution of the effort, starting is apt to be less easy, especially with a high geared mount. It is difficult to swing the pistons over the compression points, and when the explosions begin to patter out through the muffler, the increment of power is so strong and abrupt that the driving tire gives a destructive slip of a half-turn, or so, and then the machine shoots away with a suddenness that is disconcerting to the novice, to say the least. By a little contrivance, however, this difficulty may be avoided, and not simply this, but the accompanying inconvenience of incomplete and spasmodic action when running through traffic may be alleviated.

All that is required is to arrange the lifters so that instead of acting in unison, they will be separated by a slight interval of motion in the grip or other controlling lever. Thus, one cylinder may be made to lead the other when the lifters are released, thereby taking up only part of the load, and providing a smoother means of getting away. By this means, when starting by pedalling, at first, no compression resistance is encountered, then only that of one cylinder, which begins to act before the other comes in at all, and so the actual labor of pedalling is no greater than that of turning over a single cylinder motor of one-half of the actual power. Similarly, when it is

desired to cut down the power while running through traffic, a slight motion of the lifting lever, serves to release the compression on one cylinder only, thereby cutting down the output of the motor by less than one-half at half throw, and completely on full throw.

Of course, the methods of control differing as much as they do on different machines, no set method of procedure for obtaining this arrangement can be set down, but in general, it may be said that a suitable adjustment of the connecting rods or wires, together with the insertion of a thin washer under one of the lifting arms and above the tappet will serve the desired end. Another method of controlling a multicylinder motor, is to arrange a switch in such a way that the ignition may be cut off progressively. This, however, results in just the spasmodic action which it is desirable to avoid, and hence, despite the simplicity of the method, it is by no means to be preferred to the other.

Boric Acid as a Flux.

"Borax is usually employed as a flux for brazing gray iron, but I have found that boric acid or boracic acid, which are the same thing under different names, are superior for the purpose," says a writer in the American Machinist. "It is preferable to mix the acid, which is a powder, with water to a thick paste, painting it along the joint, covering it thoroughly so that when heated the melted flux will cover the surfaces to be joined. If the fracture should measure more than about five-eighths of an inch across, it would be well to place a coating between the surfaces to be joined also, dicing or otherwise fastening the pieces together securely.

"I have successfully joined steel to steel, steel to gray iron and gray iron to gray iron, the latter when surfaces were clean, bright metal and a fairly close fit, using brass brazing wire and a soft coal fire. Upon trying the same means on a fractured piece of cast-iron, the brass could not be made to adhere to the rough surfaces, but after touching both surfaces on an emery wheel—so as to smooth and brighten them as much as possible without changing the general shape, and preserving the outer edge all around to keep the alinement for the mended piece—a union was obtained, but on account of the thick layer of brass, the joint was not quite as strong as one made between closely-fitting pieces.

"Joints between two pieces of gray iron where the brazed surfaces were filed smooth, also where they were slightly ground on the broken surface before brazing, give evidence of being fully as strong as joints made with borax."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.

The Week's Patents.

820,296. Method of Making Armored Tires. Valery Gallien, Paris, France, assignor to Societe-Anonyme des Pneumatiques Cuir "Samson," Paris, France. Filed Jan. 26, 1903. Serial No. 140,624.

Claim.—1. The method of making armored tires which consists in cold-vulcanizing the flesh side of chrome-tanned leather to rubber tires, substantially as set forth.

820,230. Intake-Valve for Explosive Engines. Albert C. Menges, Grand Rapids, Mich., assignor to William Harrison, Grand Rapids, Mich. Filed Sept. 14, 1904. Serial No. 224,457.

Claim.—1. In a valve for explosive-engines, the combination of the valve and valve-stem, a casing formed of a lower section and an upper section rotatable thereon, the lower section provided with beveled projections and the upper section with openings having inclined sides adapted to engage with the projections as the upper section is rotated for the purpose of lengthening or shortening the throw of the valve.

820,038. Driving Mechanism for Bicycles, Etc. James S. Copeland, Hartford, Conn., assignor to Pope Manufacturing Company, Jersey City, N. J., and Hartford, Conn., a corporation of New Jersey. Filed July 5, 1904. Serial No. 215,281.

Claim.—1. The combination of a driven member provided with pockets for free-moving pawls, a driving member, a pawl-carrying clutch member rotatable with the driving member and moveable to shift its pawls into and out of line with the pawl-pockets of the driven member to drive the same and to permit its free rotation and means operated by the relative rotation of the driving member and the clutch, substantially as described.

820,095. Cycle Pedal-Plate. Albert W. Chesterman, Sparkhill, England. Filed June 6, 1905. Serial No. 263,963.

Claim.—A cycle pedal-plate provided at its edges with lugs or projections turned at right angles to the plate and with hard-steel conical spikes fixed in holes in said lugs to engage in the sole of the cyclist's boot or shoe, substantially as set forth.

821,028. Removable Anvil-Contact and Bridge-Support for Electric Vibrators. Willard E. Dow, Braintree, Mass. Filed Mar. 13, 1905. Serial No. 249,822.

Claim.—1. In an induction-coil vibrator, an adjustable contact-point adapted to be removed from its bearing, and replaced, without altering the adjustment.

821,029. Electric Binding Post. Willard E. Dow, Braintree, Mass. Filed Aug. 21, 1905. Serial No. 274,969.

Claim.—1. A binding-post, comprising a hollow post provided with a diagonal slot in one side, and a spring-actuated clamp sliding in said post transversely of said slot and occupying a releasing position when opposite the mouth of said slot and a clamping position when adjacent the lower, inner end of said slot.

821,041. Repair-Plug for Pneumatic Tires. Ralph P. Kinney, Cleveland, Ohio. Filed Oct. 20, 1905. Serial No. 283,586.

Claim.—1. As a new article of manufacture, a tire-repairing device comprising a disk of suitable material having a flat under surface, and provided with a pyriform nipple projecting therefrom.

821,410. Relief for Explosive-Gas Engines. Peter P. G. Hall, Jr., Philadelphia, Pa. Filed July 11, 1905. Serial No. 269,193.

Claim.—1. In a device of the character described, an exhaust-valve for the cylinder, means for holding the same normally in closed position, a lifter for said valve, a cam-shaft, a cam carried by said shaft and adapted to actuate said valve to open the same, an auxiliary shaft within said cam-shaft and means secured to said auxiliary shaft which can be moved into and out of alinement with said lifter for actuating said valve.

821,340. Driving Mechanism for Chainless Bicycles. James S. Copeland, Hartford, Conn., assignor by mense assignments, to Pope Manufacturing Company, Jersey City, N. J., a corporation of New Jersey. Filed Nov. 26, 1897. Serial No. 659,805.

Claim.—1. In combination in a vehicle having a driving mechanism, a driving-wheel, a crank-shaft bracket located in the central plane of the machine, a main bevel gear-wheel supported within the bracket, power-transmitting means operatively connecting the gear and driving wheel, a portion of the ball-race formed in the gear at or near its periphery, one section of a cone secured to the bracket, the other section of the cone secured to the first section, and a single row of balls located in the ball-race between the gear and sectional cone, all substantially as described.

821,522. Back-Peddalling Brake. Alexander P. Morrow, Elmira, N. Y. Filed Nov. 26, 1901. Serial No. 83,749.

Claim.—1. In a back-peddalling brake, a wheel-hub, a brake member on said hub, a non-rotary brake member, means actuated by pack-peddalling for making braking contact between the rotary member and the non-rotary member, a brake-arm rigidly attached to said non-rotary member and hinged or jointed between its ends to swing into positions at different angles to the axis of the hub, whereby the end of the brake-arm may be fastened to a frame-piece without disturbing said non-rotary member, and means for fastening said brake-arm to said frame-piece.

821,597. Variable-Speed Mechanism. Charles F. Pougher, Birmingham, England, assignor to The Birmingham Small Arms Company, Limited, Birmingham, England. Filed Oct. 6, 1905. Serial No. 281,621.

Claim.—1. In a variable-speed mechanism, a controlling-eccentric, a driving-pinion loosely mounted upon the same, a locking element, and a sliding toothed clutch device for positively connecting the said eccentric either to the driving-pinion or to said stationary locking element.

When Fitting a New Valve.

When fitting a new valve to a motor, care should be taken to see that the stem is cut to the proper length as otherwise, when it becomes heated under the effect of the motor's action, it will lengthen and fail to close properly. The proper amount of clearance between the end of the stem and the tappet should be gauged by the ability to slip a single thickness of heavy wrapping paper between the points. This test should be applied when the motor is cold.

Indians

TRIUMPHANT EVERYWHERE

AT NEW YORK.

In the New York Motorcycle Club's Hill Climbing Contest, May 30th, the Indian repeated its victories of 1904 and 1905.

Touring Class—Indians 1st and 2nd.
Racing Class—Indians 1st and 2nd.
Slow Climb—Indians 1st and 2nd.

In each class its victory was won by such substantial margins as to leave no room for question.

AT CHICAGO.

Chicago Motorcycle Club's Racemeet, May 30th.

Indians—Three 1sts,

and an exhibition five miles in 5:07 $\frac{3}{4}$.

AT WORCESTER.

Worcester (Mass.) Automobile Club's Hill Climbing Contest, May 23rd.

Indians—1st and 2nd in Motorcycle Class.

AT PRINCETON, N. J.

Princeton University Automobile Club's Hill Climbing Contest, May 25th.

S. L. Crawford on an Indian beats all autos, except one 35 h. p. touring car.

AT BALTIMORE, MD.

Indian, from scratch, wins the five-mile handicap at auto meet at Electric Park, May 30th.

THE INDIAN LEADS

simply because it has earned the right to lead. Its reputation is based on performance, not promise.

Have you ever read that chapter, "Answering an Important Question," in our 1906 catalogue?

HENDEE MFG. CO.,
Springfield, Mass.

To Keep Down the Dust.

"The processes under consideration are oiling, watering with deliquescent salts, and tarring," says Consul McNally, of Liege, in describing the methods being employed by the Swiss Anti-Dust League in its war on the principles of dust composition. "The first consists in spreading upon a well-swept road a heavy oil obtained from distilled petroleum. During a dry and warm period the spreading process is done with a brush. These oils are obtained in California, Galicia, and Baku, and cost from \$5 to \$6 a barrel.

"Watering with such salts as chloride of calcium would give appreciable results were it not for the ophthalmic effect on the eyes. Products of this kind are rapidite, westrumite, apulvite, basillite, odocreol, and pulveranto. At the automobile exposition in Paris a block of macadam could be seen amalgamated with rapidite, giving to the mass an idea of great compactness.

"For tarring the product used is coal tar, the product of gas works. It is black and viscous and its density varies from 1.10 to 1.25. It can be applied hot or cold. Its boiling point varies between 70° and 80°, C., and thereafter it is impossible to raise it to a higher temperature. The spreading with watering pots must be done during a warm and dry period. The road, which has been thoroughly cleaned before the application of the tar, must then be carefully and gently brushed and traffic must be suspended over it for at least twenty-four hours. The quality of tar preferable for lasting use is the product from gas made by carburated water.

"It is said that these three antidust processes have given general satisfaction, and the numerous trials made under the supervision of the league in Switzerland demonstrate that the tar obtained as above is the most efficacious of anything heretofore tried. The league urges frequent and substantial demonstrations of dust-settling processes, and estimates the cost to be but nominal. The French Government, after a four years' trial of the tarring method, have obtained satisfactory results fully justifying the expense of from 2½ to 3 cents per square yard. The annual economy on the wear and tear is found to be about 2

cents a square yard, and for watering, 1 cent per square yard, so that the process of tarring is of no expense while its benefits are evident."

The Lieutenant and his Load.

Six hundred and fifty miles in five days over all kinds of roads and with 140 pounds of baggage would appear to constitute a record that can hold its own with some of the best track performances when the amount of endurance involved is taken into consideration. It was made by Lieutenant G. M. Routh, of the Royal English Artillery. He was returning home from India and left the troopship at Port Said on the Red Sea. He began his long bicycle ride from Jaffa on April 5th, reaching Constantinople after much hard work. Of the going he says: "The roads through Palestine and Asia Minor are the worst I ever met with. They are like everything Turkish, badly made. They seem to be composed of boulders about the size of your head strewn down anyhow. Out of twenty-five miles that I covered in one day I had to walk about twenty. I carried on my bicycle all my baggage, including a light tent for camping, the whole being about equal to my own weight. I had great difficulty with the customs authorities in Constantinople, where they refused altogether to let my machine go through, but with the assistance of the English Embassy finally got away from there. The remainder of my route lay through Austria and Germany to Belgium, my best going being 650 miles in five days over the good roads of the Continent." Upon arriving at Dover after crossing the English Channel, Lieutenant Routh continued his ride to his home.

Motorcycles Increasing in Egypt.

According to a German authority, the motor bicycle has taken hold in Egypt in a fashion which promises great things for the future, to say nothing of a present business which is by no means insignificant. The total number of machines reported in Cairo is said to be forty-three, while Alexandria has already made a beginning with seventeen. As naturally would be expected, the French makers have taken the cream of the trade up to the present.

Ways of the Irish Rabbits.

Rabbits are apparently as plentiful as cats and twice as tame on Irish roads, according to that organ of the Hibernian end of the trade—the Irish Cyclist. It says "A Mr. Singer, of Leursham, met with an accident last week owing to a singular cause. Riding along in the dark he ran into a rabbit and was thrown heavily, landing on his head, which was badly cut and bruised. His left arm was broken and his face badly scraped and torn. A passing motorist carried him unconscious to the nearest village where he received medical attention.

"Curiously enough a somewhat similar incident occurred to another cyclist last week, but luckily no mishap resulted. Riding with a companion over the Luggala pass on one of the Wicklow hills he suddenly felt something "scrunch" under his pedal. Investigation showed that the "scrunch" came from a rabbit, which, though wounded, was making off into covert, the twilight making it very difficult to follow. Pursuit, however, ended in the luckless bunny having its neck wrung, and providing supper for the two weary travelers and their two friends who had gone on some four hours ahead, and who were found anxiously awaiting the cook of the party, who flourished the rabbit with great glee."

Irish Champion Refused Entry.

Franklin Murphy, who says he is a champion bicycle rider in Ireland, is about to be deported by the immigration officials because the doctors say he is suffering from decaying tissues, though to all outward appearances the man is hale and hearty. "In two years this man will not be able to walk," reported Dr. Stone, of the Marine Hospital Corps. "The decay is not an uncommon thing among professional athletes." Murphy has won a number of cups and medals—one for a fifty-mile bicycle race in two hours and 43 minutes. Besides he has prizes for twenty-five mile events. Once he was president of the Sidenham Hockey Club of Belfast and athletic instructor in the Belfast gymnasium. He is 53 years old and had hoped to represent a lace firm in this country. He has appealed to Washington.

IT IS PURELY A PERSONAL MATTER—
that of the rider's comfort, in which the saddle plays the largest part. If he values his comfort and desires unmixed pleasure, he will not take "any old saddle" that is offered him. He will insist on getting a



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PERSONS MANUFACTURING COMPANY,



Worcester, Mass.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, June 16, 1906

No. 12

BLAMES TIRE REPAIRS

Too Much Cutting and Plugging, too Little
"Jiffy," Contends Manager Burgess.

One day this week, W. H. Burgess, manager of A. G. Spalding & Bros'. bicycle department in New York, fell to talking about cycling conditions; when finally he got around to the item of tires, he really warmed to the subject and what is of interest, he brought up a new point in that connection.

"The man who is not actually selling bicycles has no true idea of the part the tires play in inducing people to ride and to keep them riding," he said. "The cheap tires have done a lot of damage as we all know, but the thoughtless or slipshod repair of good tires has been responsible for almost as much injury. I've dealt with many a dissatisfied cyclist whose dissatisfaction arose from no other cause. Why, not so very long ago, I had a woman bring a bicycle back to us and almost throw it at me, with the remark, 'Take your old bicycle. I wouldn't ride the old thing again.' And nothing more than a puncture was responsible for her state of mind.

"The trouble is that the average repairman is too ready to cut or burn a hole into a punctured tire and to thus destroy the fabric and then insert the plug in careless fashion, when half the time a little 'jiffy' squeezed into the puncture is all that is necessary. Destroying the fabric gives the air a chance to run all through the tire and when it is taken back to the repairman, he immerses it in water, views the bubbles, and with a wise look exclaims 'Porous.' Of course, the cyclist is then told that a porous tire is incurable and that the only remedy is a new tire.

"I've seen and heard so much of this sort of thing that I almost lose patience when I think of it. I've got to the point now where I urge all of our customers to bring their machines to us when repairs of any sort is wanted, although I used to have the addresses of a couple of repairmen up-town whom I knew were reliable and whom I always recommended. But I impress on all to whom we sell bicycles that when their

tires happen to sustain a small puncture, 'jiffy' and not plugs, is the surest, safest, quickest and cheapest means of repair. If there were more of it used, it would be better for the business.

"Of course, cutting and plugging puts more money in the repairman's pocket, but 'jiffy' will do much to keep people riding and prevent a lot of needless dissatisfaction and complaint."

Object Lesson in Rochester.

"It would be a fine thing for the business if a special excursion of cycle dealers could be run to the Federation of American Motorcyclists meet in Rochester, N. Y., next month," remarked a traveling man, the other day. "Not that the meet itself will help them particularly, but because it will give them an opportunity of seeing George L. Miner's bicycle store, which should prove an inspiration and a lesson for all of them. Miner's place is a study in white and gold, in cleanliness and good taste and shows just what is possible in that line without undue expense."

San Francisco Dealers in New Stores.

J. W. Leavitt & Co. are probably the first of the San Francisco cycle dealers to rebuild; their new establishment at 415 Golden Gate avenue, was due to be completed this week. C. C. Hopkins also will be housed in his new "shack"—that's what they term these hurry jobs—within the next few days. It is located at 729 Gough street and Hopkins means to celebrate his "recovery" by giving a house warming of some sort.

France Raises its Rates.

It has just come to light that in April last, France slightly altered its duties on bicycles. According to the maximum figures, they must now pay \$22.25 per cwt. and according to the minimum tariff, \$21.32 cwt., to which in each case is added 4 per cent of the value of the goods.

Shaft Drive Motorcycle in Sight.

According to reports, an American shaft-driven motor bicycle is well under way in preparation for the 1907 season; one of the Western factories is credited with having the work in hand.

ALCOHOL BILL A LAW

President Appends his Signature and Price
of Gasolene Promptly Goes up.

President Roosevelt has signed the denatured alcohol bill and it is now a law, although it will not become effective until January 1st, next. Almost concurrent with the President's action, and probably is an expression of its "joy," the Standard Oil Co. raised the price of gasolene one cent more—the third increase since the beginning of the year.

The alcohol bill as finally passed and approved is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after January first, nineteen hundred and seven, domestic alcohol of such degree of proof as may be prescribed by the Commissioner of Internal Revenue, and approved by the Secretary of the Treasury, may be withdrawn from bond without the payment of internal revenue tax, for use in the arts and industries, and for fuel, light, and power, provided said alcohol shall have been mixed in the presence and under the direction of an authorized Government officer, after withdrawal from the distillery warehouse, with methyl alcohol or other denaturing material or materials, or admixture of the same, suitable to the use for which the alcohol is withdrawn, but which destroys its character as a beverage, and renders it unfit for liquid medicinal purposes; such denaturing to be done upon the application of any registered distillery in denaturing bonded warehouses specially designated or set apart for denaturing purposes only, and under conditions prescribed by the Commissioner of Internal Revenue.

The character and quantity of the said denaturing material and the conditions upon which said alcohol may be withdrawn free of tax shall be prescribed by the Commissioner of Internal Revenue, who shall, with the approval of the Secretary of the Treasury, make all necessary regulations for carrying into effect the provisions of this Act.

Distillers, manufacturers, dealers and all other persons furnishing, handling or using alcohol withdrawn from bond, under the provisions of this Act, shall keep such books and records, execute such bonds and render such returns as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, may by regulation require. Such books and records shall be open at all times to the inspection of

any internal revenue officer or agent.

Sec. 2. That any person who withdraws alcohol free of tax under the provisions of this Act and regulations made in pursuance thereof, and who removes or conceals same, or is concerned in removing, depositing or concealing same for the purpose of preventing the same from being denatured under governmental supervision, and any person who uses alcohol withdrawn from bond under the provisions of section one of this Act for manufacturing any beverage or liquid medicinal preparation made in whole or in part from such alcohol, or knowingly violates any of the provisions of this Act, or who shall attempt to recover by redistillation or by any other process or means, any alcohol rendered unfit for beverage or liquid medicinal purposes under the provisions of this Act, or who knowingly uses, sells, conceals, or otherwise disposes of alcohol so recovered or redistilled, shall on conviction of each offense be fined not more than five thousand dollars, or be imprisoned not more than five years, or both, and shall, in addition forfeit to the United States all personal property used in connection with his business, together with the buildings and lots or parcels of ground constituting the premises on which said unlawful acts are performed or permitted to be performed: Provided, That manufacturers employing processes in which alcohol, used free of tax, under the provisions of this Act, is expressed or evaporated from the articles manufactured, shall be permitted to recover such alcohol and to have such alcohol restored to a condition suitable solely for reuse in manufacturing processes under such regulations as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall prescribe.

Sec. 3. That for the employment of such additional force of chemists, internal revenue agents, inspectors, deputy collectors, clerks, laborers, and other assistants as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, may deem proper and necessary to the prompt and efficient operation and enforcement of this law, and for the purchase of locks, seals, weighing beams, gauging instruments, and for all necessary expenses incident to the proper execution of this law, the sum of two hundred and fifty thousand dollars, or so much thereof as may be required, is hereby appropriated out of the money in the treasury not otherwise appropriated, said appropriation to be immediately available.

For a period of two years from and after the passage of this Act the force authorized by this section of this Act shall be appointed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, and without compliance with the conditions prescribed by the Act entitled "An Act to regulate and improve the civil service," approved January sixteenth, eighteen hundred and eighty-three, and amendments thereof, and with such compensation as the Commissioner of Internal Revenue may fix, with the approval of the Secretary of the Treasury.

Sec. 4. That the Secretary of the Treasury shall make full report to Congress at its next session of all appointments made under the provisions of this Act, and the compensation paid thereunder, and of all regulations prescribed under the provisions hereof, and shall further report what, in his opinion, to fully safeguard the revenue and to secure a proper enforcement of this Act.

Now that cheap alcohol is rendered possible, it remains to be seen what use will be made of it.

WHY THE LONG HANDLE

Shop Conundrum that Often Gives Rise to Controversy and the Explanation.

One of those little shop conundrums which seem designed especially for the mystifying of the boy and sometimes of a customer as well, is "Why is it easier to use a long handled screwdriver than a similar one with a handle of, say, half the length?" The boy always gets it "rubbed into him" before he has been on the job a week, and when a customer who is prone to giving advice suggests that a pedal shank which is refractory could be better managed with a long driver than an ordinary one, he gets it, too. Usually, neither of them can answer it satisfactorily, and sometimes, even the boss has to change the subject when it is put up to him directly.

There can be no manner of doubt that it is easier to loosen a screw with a long driver than with a short one, but the precise reason why it is so, although simple enough, is not readily to be seen. It is not that there is an advantage of greater leverage, although in some cases, the larger driver is fitted to a larger handle for the sake of strength, which makes it appear that factor may have some bearing on the question, as indeed it does. Nor is it easier to use, simply because there is more hand room on the grip, and hence a better opportunity to exert the full force of the hand, though this also plays a minor part in the advantage. Both of these often alleged reasons fail, however, in the case of the long slender driver sometimes used by electricians which although it has a small handle and is so slender that it is difficult to hold, yet invariably works to better advantage than a shorter one of even stouter body.

If the actions of two small boys balancing poles on the ends of their fingers be considered, however, the reason will at once be apparent, if one be supposed to carry a base ball bat, and the other a clothes pole. The one who is balancing the bat will have much ado to keep it erect and will constantly be forced to move his hand about in order to maintain its equilibrium, while the other will be able to keep the longer pole upright with a comparatively slight movement of the hand, simply because the greater length, removing the centre of gravity of the pole farther from his hand than in the case of the bat, will require a smaller horizontal displacement in order to throw the balance one way or the other.

Similarly with the two screwdrivers, it is a case of the relative ease with which the line of action can be maintained, and the blade kept in the centre of the screw slot—nothing more. With the short driver, a displacement of the hand, say, a quarter of an inch out of the proper position over the head of the screw, serves to throw the blade sufficiently out of line so that it will jump when any force is brought to bear

upon it. With the long driver, on the other hand, the same amount of displacement at the handle will secure a much less angular displacement, and hence a less disadvantageous position of the blade. In other words, theoretically, the only advantage lies in the greater ease of guiding the long handled driver, though, as a matter of fact, the factors of handle size and better position for the hands, help this advantage out to an extent which serves to add to the bewilderment of one who has not thought it over.

How Files may be Renewed.

Although the at all times useful file is an article which is sufficiently popular on the market to be obtainable at almost any time and place, and sufficiently low in first cost so that its owner can discard it without suffering any pangs of conscience, still it is well for the motorist to bear in mind the fact that contrary to the general impression, files can be resharpened after a period of use, and though not restored to their former efficiency, yet can be revived sufficiently to be of considerable further value.

The method consists in plunging them in a bath of weak acid which eats away enough metal from the entire surface exposed to sharpen the teeth to any desired extent.

The first step in the process consists in giving the tool a thorough cleaning with a file card, followed by an immersion in a hot lye solution, which is succeeded in turn, by a bath in pure water which removes all traces of the lye. Afterward, it is allowed to remain for a period of from one to ten minutes in a solution of equal parts nitric and sulphuric acid in five to six times its bulk of water. When the metal assumes a new and bright appearance, it should be removed from the solution, thoroughly rinsed and dried before being used. This process will not secure the same cutting value which is found in a new file, as the action of the acid may be sufficiently irregular to form minute wave curves in the edge of the teeth, but it will suffice for rough work, and serves to advantage when new tools are not to be had.

The Rating of Gasolene.

A frequent source of confusion to the motorist lies in the method of rating gasolene according to the percentage values read from a hydrometer. These values, instead of giving the specific gravity, as is not uncommonly supposed, give its equivalent measured upon a different and purely arbitrary scale which depends upon the make of the instrument used, the most common being the Baumme. This makes no essential difference so long as only readings taken on the same scale are compared. If it is desired to find the weight of a given volume of gasolene of known test, however, the equivalent specific gravity must first be found from some conversion table, and the value there obtained multiplied by 62.35, to obtain the actual weight per cubic foot.

EPIDEMIC OF CYCLE THEFT

The Wave Sweeps Buffalo—Average of Four Bicycles "Disappearing" Each Day.

That bicycle stealing had now become an easy and profitable occupation in Buffalo, N. Y., would appear from the fact that the average rate of disappearance of machines in that city during the month of May, reached an average of almost four a day, and that of the 117 mounts which were reported as missing and presumably stolen during the thirty-one days, but a small number have been recovered.

According to the police statistics, the machines were taken from every conceivable resting place, from the curb stone or the front lawn, to the back yard and even the hallway. Little or no method seems to have prevailed in the abstraction of the property, and hence, it would seem that rather than being the result of the work of an organized gang of cycle stealers, the large number of thefts result from the combined effects of the negligence of the owners and the lax supervision of the police. The fact that the majority of the reported losses admittedly resulted from leaving the machines unguarded in exposed public places, and the circumstance that they were taken at all hours of the day and from all parts of the city, often within brief intervals of time, lend substantiation to the theory.

Some idea of the persistency of the thefts can be had from the statement that but two days elapsed during the month on which no losses were reported, and that with these exceptions the losses of from one to ten machines were reported sooner or later, the number per day gradually increasing through the month. Taking three successive days as an instance, on Saturday, the 26th, ten wheels were stolen, on the following day, none, while on Monday, the disappearance of four helped to restore the average lost by the slack Sunday previous.

In any case where such an epidemic of crime occurs, especially under circumstances such as these appear to be, the blame must rest largely with the police. But also it makes perfectly apparent the fact that there exists some sort of ready market for the machines, or at least a demand for them which can be readily filled and without question. For the prevention of crime, except in cases of malice and revenge, pure and simple, depends quite as much on the prevention of any profitable realization on the product of the offense on the part of the offender as upon his detection and conviction at law. Hence, the fact that the Buffalo police have not succeeded in locating any respectable proportion of the lost machines, would make it appear that Buffalo's second-hand market will bear investigation, either in relation to its home distribution or to the possible shipment of used bicycles to other

parts. At all events, the record of the month is a disgrace to the community which has aroused the wrath of local cyclists to a degree which will brook no further extension of the "epidemic."

New "Striker" for Motorcycle Cyclometers.

Ever since the first of the 1906 crop of motorcycles appeared there has been trouble with cyclometers, or more correctly speaking, with the method of attaching them. Larger and heavier spokes consti-



tute a feature of the 1906 machines and as a result the cyclometer "strikers" of previous years proved too small for the new spokes.

A deal of unsatisfactory filing-to-fit and making of special "strikers" by hand fell to the lot of the dealers, for a cyclometer is a very important adjunct to a motorcycle; it does not merely register miles, but is the only means that renders possible intelligent lubrication of the motor. The Veeder Co. has, however, promptly risen to the occasion by devising the "striker" shown by the accompanying illustration. It will fit the large spokes easily and securely and puts an end to the bother that has existed. Incidentally, the Veeder people are also making the case of their cyclometer heavier, to meet the harder usage of motorcycles.

Braking with the Foot.

Breaking a chain is an accident that may well be classed among the rarities of cycling, especially in these days of the up-to-date product of the chain-maker which bears so little resemblance to its prototypes. But when it does happen it is a good time to remember the old trick of using the foot on the front tire—a practice that developed with the abandonment of the inefficient hand brakes and the passing of the mudguards. Many cyclists became adept at it before the coaster brake appeared on the scene to relegate it to the limbo of things forgotten in the cycling line. It was never a particularly good thing for the tire and it did not benefit the shoe, either, still it was a good thing to know and in cases of emergency such as that referred to its value is not the less today, for when the chain does part it takes with all possibility of applying the rear wheel brake.

DE SOTO RUN IS REVIVED

St. Louis Riders Revisit the Once Famous Road—Nocturnal Experiences Galore.

Evidently Captain Bert Harding expected there would be scattered groups of two and three riders leaving at all hours of the day and night when he called the first revisitation of the De Soto road since the reorganization of the St. Louis Cycling Club, on Sunday last, June 10. His "call" stated that the run would be in three divisions, leaving Saturday afternoon, Saturday night and Sunday morning. His only admonition was "Be at Bulltown for dinner." His expectations were exceeded, for when the rations were served twenty-one riders faced the victuals and they had come in almost as many divisions.

President Butler was the first to leave the streets of St. Louis for the lung cracking hills of the famous road; he left at 2:30 o'clock Saturday afternoon, intending to ride slowly and let the others overtake him. His intentions went for naught as he got entangled in a web of unknown roads and had to "speed it up" to reach the rendezvous by dinner time. Some of those who left in the wee sma hours have many tales to tell of midnight cycling adventures. One group became sleepy and tried to snatch a few winks on some logs, but the rolling motion made them seasick. The three riders who did not use two-speed gears learned by heart the sermon that previously had been preached by the variable's adherents, and were given something to think about. The highest gear ridden was 87 and two of the riders found 59 and 56-inch gears not too low at times. Most of the riders found the cushion frame a great comfort.

Among those who took the jaunt were: President W. M. Butler, Captain Bert Harding, H. W. Lang, C. L. Barr, George Anderson, W. S. Snodell, J. B. Walker, B. C. Hopkins, A. W. Meier, Fred Harris, Leo Stringer, Robert Warnicke, A. L. Bruiker, August Schmidt, H. G. Wolzendorf, E. N. Sanders, George Bennett, George Lang, L. J. Dresser, E. G. Meyer, R. H. Laing, T. N. Davis and H. C. Ashlock.

These Were "Easy Pickings."

Probably the "easiest things" picked up on Decoration Day were those that three riders gathered in at Aubquerque, New Mexico, in a twenty-mile handicap road race. There were just three riders in the race, and three prizes. Brad Jones, with 5 minutes' handicap, easily annexed the National bicycle for first prize; Keen, with 3 minutes, getting a pair of Hartford tires, and Bittner, from scratch, also receiving a good prize. The times of Jones, Keller and Bittner were, respectively, 1:08, 1:04 and 1:11.

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National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

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To Facilitate Matters Our Patrons Should
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NEW YORK, JUNE 16, 1906.

"Enclosed please find my renewal. We find the *Bicycling World* very interesting and watch for it eagerly each week. 'Has the *Bicycling World* come?' is a question heard frequently in my store. Lots of the boys drop in to read it."—Richard Hurck, St. Louis, Mo.

Bringing Motorcycling into Disrepute.

Every well wisher of motorcycling will devoutly hope that the time is not far removed when the police throughout the country will make a "raid" on those riders whose use of the muffler cut-out is chronic. For of all the practices calculated to make mischief and to bring motorcycling into disrepute and, incidentally, to provoke the wrath of the press and the public and induce the passage of drastic laws, the practice of riding with open mufflers easily is at the head of the list. It is regrettable that the number of those motorcyclists who offend in this particular is increasing at an unwholesome rate.

The muffler cut-off was designed for and serves a well defined purpose—that of contributing added power when added power is most needed, as, for instance, when steep hills or heavy roads are encountered. Speak-

ing generally, its use at any other time is unnecessary and inexcusable and is almost in the nature of a public offense. The men who go about towns or through the country with "exploding" mufflers are unnecessarily offending not only the public decency, but their own best interests and the best interests of considerate motorcyclists. They are not only making enemies for motorcycling, but are driving away some of those capable of being "converted" to the use of motorcycles, but who hold aloof because of the too prevalent notion that they are "such noisy little things."

In New Jersey and in several other States in which the use of devices preventing excessive noise is prohibited, a way to punish offenders is within easy reach, while in other places the laws against public nuisances are capable of being successfully invoked. But makers, dealers and clubs and all others having it within their means to exert influence, should not wait for such unpleasant action to arouse them to the necessities of the situation. They should bring every ounce of their influence to bear against the practice, before a provoked public arises in its wrath and smites the motorcycle interests with a blow that will be sorely felt for many long days and will undo much of the good that has been accomplished and render difficult or impossible the prosecution of the work of obtaining additional advantages.

The man with the open muffler is a nuisance and one of motorcycling's most insidious enemies. He should be treated as such.

Utility that goes to Waste.

While it is easy to understand the more enduring nature of cycling as a pastime in England, it is far more difficult to comprehend why the bicycle as a means of utility should be in such comparatively restricted use in this country.

The long twilights of Great Britain give the workers practically the seven days of each week in which to obtain pleasure a-wheel. If our evenings lasted until nine and even ten o'clock it is reasonably safe to say that many more bicycles would be ridden. But not even in the heyday of cycling did our shopkeepers put bicycles to such use as they are put abroad. The cycling newsboys of London, to whose work reference is made in another column, form but one illustration of the fact; the many hundreds of bicycles purchased and employed by the British postoffice depart-

ment is another instance. But, as a matter of fact, it appears to the American visitor as if every other butcher, baker and candlestick maker in the Kingdom finds use for the cycle in some form. The number of the "mankilling" carrier tricycles and quadricycles with parcels or burdens of some sort stowed in the big box, is not short of astonishing. They are to be seen even in the very thick of London's traffic, and the "galley slaves" who do the pedalling seem unconcerned about their safety. The comparative absence of swiftly moving street cars may have something to do with the case, and yet the fleet of cabs and 'busses and other vehicles that cruises through the streets of London is almost akin to an unending procession, and skill and quick precision are at no discount.

It is true that in New York and other cities, chiefly in the residential districts, there are a few butchers and bakers who make use of bicycles with handle bar baskets, but compared with London's great army, the number is insignificant. Here and there a postman employs his own bicycle to assist in collecting mail from the boxes, but that is as near as bicycles come to serving Uncle Samuel. As for the newsmen—the New York newsmen, at any rate, they are a sight for God and men. To see those early morning merchants carrying their wares in baby carriages and children's toy wagons is a spectacle calculated to wring smiles from stone images.

So far as America is concerned, the recognition of the bicycle's utility has come chiefly from the police departments, which, strangely enough, is the one arm of the British service in which it seems to be in most limited use and this despite the fact that "just across the channel" the Paris police department employs hundreds of them. It is a queer conflict of contraries, but the one fact that stands out is that in America the utility of the bicycle never has met with anything like a fair measure of the appreciation due a vehicle so safe, so sure, so swift, so convenient, so economical.

The "demand" for bicycles indicated by the number stolen in Buffalo last month, suggests generally that there is an astounding extent of carelessness in leaving bicycles unguarded and unchained in all sorts of places. They are so light and so conveniently made away with that it is small wonder they have such attraction for petty thieves.

OPENING AT OGDEN

Rain Stops Long Enough to Permit Racing
—Honors Well Distributed.

Ogden, Utah, June 9.—Jupiter Pluvius, after having several times caused the opening meet to be postponed, by venting his vengeance in the form of rain, finally has relented and a good card of races was run off last night. Although several of the star performers were absent the finishes in all the races were exciting and delighted a large crowd of enthusiasts. Hardy Downing was the largest prize winner, capturing the one mile open from Smith and beating Redman in the five-mile motorpaced event. The summaries follow:

One-mile professional, a la Francaise—First heat won by E. Smith; second, Saxon Williams. Time, 2:34. Second heat won by E. Smith; second, Saxon Williams. Time, 2:38.

Half-mile match, amateur—First heat won by John Berryessa, San Jose, Cal.; second, Fred Schnell, Salt Lake City. Time, 1:15. Second heat won by Schnell; second, Berryessa. Time, 1:17. Third heat and race won by Berryessa; second, Schnell. Time, 1:31.

One-mile professional—Won by Hardy Downing, San Jose, Cal.; second, E. E. Smith, Salt Lake; third, Saxon Williams, Salt Lake. Time, 2:33½.

Half-mile open, amateur—Won by John Berryessa; second, King; third, Thomas. Time, 1:09.

Five-mile motorpaced, professional—Won by Hardy Downing; second, Iver Redman. Time, 10:38.

Ogden, Utah, June 10.—Joseph Fogler, of Brooklyn, furnished the surprise of the evening here in the races last night. In the one-mile handicap Fogler was placed on the ten-yard mark and he beat out W. E. Samuelson, from scratch. Fogler's riding was the best seen here thus far and he was liberally applauded. Walter Bardgett, of Buffalo, was third, from 50 yards, and Ben Munroe, away out on the limit, got fourth. A small crowd greeted the riders on account the dull meet of night before last, but if the management serves up some more "real" meets like the one of last night, the success of the game is assured in Ogden. The summaries:

Half-mile open, professional—Won by W. E. Samuelson, Salt Lake City; second, Ben Munroe, Memphis, Tenn.; third, A. J. Clarke, Australia. Time, 1:01¾.

Unlimited pursuit race—Won by Berryessa and Dieffenbacher, of San Jose, Cal.; second, Morgan and Schnell, of Salt Lake City. Time, not taken. Distance, four miles.

One-mile open, amateur—Won by J. B. Hume; second, Holliday; third, Dieffenbacher; fourth, Thomas. Time, 2:03½.

One-mile handicap, professional—Won by Joseph Fogler, Brooklyn (10 yards);

second, W. E. Samuelson, Salt Lake City (scratch); third, Walter Bardgett, Buffalo (50 yards); fourth, Ben Munroe, Memphis (130 yards). Time, 1:53½.

Five-mile motorcycle, professional—Won by T. M. Samuelson; second, E. B. Heagren. Time, 6:44.

Green's "Double Killing" at Waltham.

Of sixteen men who started in a 25-mile road race conducted by the Waltham (Mass.) Motorcycle Club on Saturday last, 9th inst., but eight finished, Chester Green, of Waltham, with a handicap of 8 minutes, finishing first and winning the time prize also. His time was 40:52½. The others finished in this order: Carl Ericsson, Sherburn (3:00), 46:40½; B. F. Borden, Brockton (10:00), 43:59; Guy M. Green, Waltham (3:30), 56:48; William Roper, Waltham (12:00), 58:10; M. B. Hall, Watertown (scratch), 52:50½.

H. W. Robinson of Waltham, and E. G. Dow, of Brockton, finished seventh and eighth respectively, but their times were not taken.

L. B. Marsh, of Brockton, fell early in the race and was badly bunged up. A. A. Hoyt, the suspended Brockton rider, had entered the event, but appearing too late to start, attempted the "grandstand play" of "trying for the record." His machine went wrong before half the distance had been covered, however, and his "play" failed of its purpose.

Browsers on Smith's Track.

Last Sunday, 10th inst., the Brower Wheelmen of New York City, held their quarterly track meet at Smith's quarter-mile oval, at Valley Stream, L. I. F. Burden, with 210 yards handicap, won the one-mile handicap, Peter Housley, on 175 yards, finishing second. J. Blake was third. Time, 2:35½. Charles Schlosser crossed the tape first in the three-mile handicap, beating out M. Simmons, scratch. Peter Housley, also on scratch, was third. Time, 8:40.

Multi-Cylinders in Majority.

Of ninety-three entries for the annual Land's End to John-o'-Groat's run, which may be termed the British cross-continent journey, there are 39 single cylinder, 26 twin, and 4 four-cylinder motor bicycles. Among the passenger motorcycles there are 4 single-cylinder and 20 twin-cylinder machines, in all 50 multi-cylinder motorcycles, against 43 with single cylinders. The distance, 889 miles, is to be covered in six days.

Root Beats Roller Skater.

An interesting contest was run off at Madison Square Garden, Thursday night of this week. E. F. Root, winner of the last two six-day races, met Frank Delmont, the champion roller skater, in a match race at two miles, Root riding a bicycle and Delmont being upon the rollers. Although the rink was not banked very much the skater was no match for the cyclist.

FIXTURES

June 17—Valley Stream, L. I.—Century Road Club of America's fifty-mile handicap road race; open.

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Richmond, Ind.—Bicycle Dealers' Association track meet; open.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4—Dunkirk, N. Y.—Dunkirk Cycle Club's 20-mile handicap road race; open.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

Membership in the Cyclists' Touring Club is to be thrown open to tourists of all sorts, cyclewise and otherwise. The motion to that effect was carried by a large majority—10,495 votes out of a total of some 12,000.

HAIR RAISING AT SALT LAKE

Great Sport on the Saucer—Fogler and the Australians Earn "Pin Money."

Salt Lake City, June 9.—More than three thousand people witnessed hair raising finishes in fast, hard-fought races last night that were carried over from last Tuesday, on account of the perversities of Jupiter Pluvius. The prettiest race of the evening was the three-mile lap race which Lawson won from McFarland. All the other events were the cause for cheers, however, and Manager Chapman served up the best and most variegated card of races that ever has been witnessed on the local saucer.

The ball was started rolling spiritedly with the half-mile invitation, professional, Walter Bardgett, F. P. Gunn, Ben Munroe, Jack Burris, Emil Agraz, W. Pedlar Palmer, S. H. Wilcox and Worthington L. Mitten, all qualifying in the two heats. Palmer, the Australian, won the final heat from Walter Bardgett, the crack Buffalonian; Ben Munroe, of Memphis, Tenn., who rides against the ponies in the winter, getting third from Emil Agraz, the swarthy-skinned Mexican from San Jose. The time was one minute flat.

The next interesting event was the half-mile professional handicap, in which twelve of the cracks qualified. Joe Fogler, the fast Brooklynite, won his first race from the 30-yard mark; the two Australians, Clark and Pye, getting, respectively, second and third, while Agraz crossed the line in time for fourth. Lawson, Samuelson, Hollister, Hopper and the other low markers, tried hard to overtake them, but did not have the speed.

The three mile lap race was a real race from the crack of the gun until the men flashed across the tape. Gunn headed the bunch for the first three laps and others took up the running for two or three laps when Walter Bardgett sprang the surprise of the evening. He was trailing the bunch when he jumped out from the rear, worked a lightning sprint, and sailed past the riders forty or fifty yards. For awhile it looked dangerous, but Lawson overhauled the flying Buffalonian and from then until the bell lap Lawson and "Long Mac" kept well in front. Samuelson is in danger of losing his title, "Pride of Provo," for he has as yet failed to make good. In this race he was one of the "also rans." In the bell lap McFarland jumped out and led until the last quarter of a lap when the Swede sprinted up to him. The pair battled hard down the stretch, Lawson winning out by inches. Hopper was third and Pye, the little "Kangaroo," finished fourth.

The miss and out amateur race would have been more intelligible to the spectators had the officials insisted that the rider called off at the finish of each lap get off the track. As it was there was considerable confusion. After the men got

weeded out the last five laps resulted in a pretty race between Hume, West, Giles and Bird. Four laps from the finish the riders rode exactly abreast, when Hume forged steadily to the front and after that he was never headed. West won the quarter mile open from Hume, Weiser finishing third and Hal McCormack, of San Jose, next.

One of the participants in last night's races was Arthur Gardiner, the well-known old-time crack. He participated insofar as he started McFarland in one of the events. Gardiner retired from the racing game in 1899, just about the time McFarland was coming out. He is in the automobile business now, and came to Salt Lake on business, but his presence at the saucer last night shows that he is still interested in the game. The summaries follow:

Half-mile invitation, professional—First heat won by Walter Bardgett, Buffalo; second, J. P. Gunn, Salt Lake City; third, Ben Munroe, Memphis, Tenn.; fourth, J. Burris, Salt Lake City. Time, 1:02½. Second heat won by Emil Agraz, San Jose; second, W. P. Palmer, Australia; third, S. H. Wilcox, Salt Lake City; fourth, Worthington L. Mitten, Davenport, Iowa. Time, 1:00½. Final heat won by W. Pedlar Palmer; second, Walter Bardgett; third, Ben Munroe; fourth, Emil Agraz; fifth, Jack Burris. Time, 1:00.

Quarter-mile open, amateur—Final heat won by Fred West; second, Jack Hume; third, H. Weiser; fourth, Hal McCormack. Time, 0:30¾.

Half-mile handicap, professional—First heat won by Cyrus Hollister, Springfield, Mass. (10 yards); second, Emil Agraz, San Jose (80 yards); third, Ben Munroe, Memphis (55 yards); fourth, A. J. Clark, Australia (20 yards). Time, 0:55. Second heat won by Walter Bardgett, Buffalo (45 yards); second, Iver Lawson, Salt Lake (scratch); third, Ernest Pye, Australia (15 yards); fourth, W. P. Palmer, Australia (35 yards). Time, 0:56½. Third heat won by Joe Fogler, Brooklyn (30 yards); second, W. E. Samuelson, Salt Lake City (scratch); third, Norman C. Hopper, Minneapolis (35 yards); fourth, Jack Burris, Salt Lake City (45 yards). Time, 0:57½. Final heat won by Joe Fogler; second, A. J. Clark; third, E. Pye; fourth, Emil Agraz. Time, 0:54½.

Miss-and-out race, amateur—Won by Jack Hume; second, P. Giles; third, Fred West; fourth, A. L. Bird. Distance, 2¼ miles. Time, 4:42.

Three-mile lap, professional—Won by Iver Lawson, Salt Lake City; second, Floyd A. McFarland, San Jose; third, Norman C. Hopper, Minneapolis; fourth, Ernest A. Pye, Australia; fifth, S. H. Wilcox, Salt Lake City. Time, 6:07.

The following officers have been nominated for the Electric City Wheelmen, of Scranton, Pa.: For president, Jacob Pfeiffer; for vice-president, Benjamin Allen; for secretary, E. Barry Davis; for directors, Walter Evans and Oscar Oswald.

ON THE BOWL AT DENVER

Second Meet Attracts Increased Crowd and Cracks Coming from Salt Lake City.

Denver, Col., June 4.—A large crowd was out yesterday afternoon to greet the riders at the second race meet this season and from the lively interest they displayed the success of Denver's saucer this year seems assured. It will be regrettable indeed should the track have to close again, and would give the game a black eye in these parts from which it would not soon recover. While as yet there are not many crack riders in the Queen city, many newcomers are getting in the game and if the prizes are such as to make it worth their while Denverites will see many crack professionals, for it is freely said that pickings at Salt Lake City are not very easy. In fact, S. H. Wilcox, J. E. Anhorn, Emil Agraz, J. B. Gunn and two other riders by the names of Shaddock and Rosenblatt have left the Mormon City for Denver and will be here in time for the next meet.

Last night's races were interesting. E. W. Smith won the five-mile motorpaced race from E. Schwartz, but it took three heats to decide the match. Henry Warnecke won both the amateur races and Vic Anderson defeated George Boyd and George Welch in a five-mile motorcycle race. The summaries:

One-mile open, amateur—Won by Henry Warnecke; second, Carl Kemmler; third, Harry Bertholf. Time, 2:22½.

Five-mile motorpaced, professional—First heat won by Ed Schwartz. Time, 8:30. Second heat won by E. W. Smith. Time, 8:46. Third heat won by E. W. Smith. Time, 8:31.

One-mile handicap, amateur—Won by Henry Warnecke (25 yards); second, Carl Kemmler (100 yards); third, E. W. Armstrong (75 yards). Time, 2:15.

One-mile tandem, amateur—Won by Joe Hudson and Harry Bertholf; second, Charles Ferguson and E. W. Anderson. Time, 2:11.

Five-mile motorcycle, professional—Won by Victor Anderson; second, G. W. Boyd; third, George Welch. Time, 6:20.

New Zealander Crossing the Continent.

Stanley Bowmar, a New Zealander, who is in this country on a visit, means to see it as it should be seen. Astride a Merkel motor bicycle, he left Buffalo on Tuesday morning last for a leisurely jaunt to San Francisco. Before leaving, he visited W. C. Chadeayne, the cross-continent record-holder, who filled him full of road directions and good advice. Bowmar, who promptly joined the F. A. M., though he expects to be on the road three or four months, thinks it possible he may carry home an American medal as a souvenir of his journey. It is his purpose to enter the lists for one of the F. A. M. mileage medals.

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

ROCHESTER MAKES READY

Program of the F. A. M. Meet Fully Outlined—To Try Piston Displacement Plan.

The three national championships which the Rochester Motorcycle Club selected and which will be decided at the annual meet of the Federation of American Motorcyclists, at Rochester, N. Y., will be the one mile, five miles and the one hour events. It will be the first time that the one hour championship has been contested; it was not awarded last year. It will be run on July 5th; the other two championships are carded for the first day, the 4th. The other events that will constitute the track features are as follows:

July 4—One mile novice; ten miles, flying start; three miles hang-together; one mile, flying start and a one pint economy test, although a speed contest may be substituted for the latter.

July 5—One-half mile, flying start; three miles handicap; ten miles Rochester Handicap; one-eighth mile slow race.

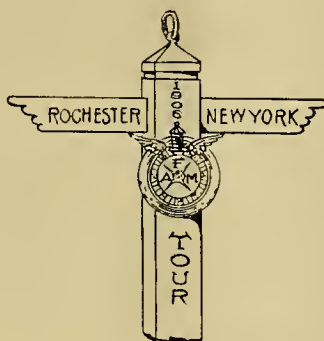
The road race will be run in the forenoon of the 5th and the distance will be 24 miles. It will be decided on what is known as the Henrietta road, the Ridge road previously selected proving unavailable; the Henrietta road will provide a course of six miles, four laps constituting the total distance.

The hill climbing contest on the morning of July 6th, will be held on Dug-out hill, about four miles removed from the city on a little frequented road. The surface is good and the eight per cent. grade will not bother anyone, but there are several curves that will put a premium on skillfulness. The contest will be made up of two classes—one for single cylinder motor bicycles, the other, a free-for-all. In the latter, however, the Rochester club will give the piston displacement plan its first trial in this country, thus placing all horsepowers and weights on an equality. The fastest ascent will not necessarily achieve the victory and the heavy man will have a fair chance against his lightweight brother. The result will be arrived at by multiplying the piston displacement in cubic inches by the time and dividing the result by the total weight. This gives, in effect, the specific capacity of the machine, or its capacity per pound weight, into the time, and therefore measures its performance on an absolute basis. The displacement is the square of the diameter of the cylinder multiplied by .7854 times the stroke. The weight includes weight of machine complete plus weight of rider.

In the ten miles Rochester Handicap to be run on Chittenden track, on July 5th, piston displacement also will be used as the basis for handicapping, the first time anything of the sort has been attempted on this side of the world.

The business meeting and annual election of the F. A. M. will occur on Thursday evening, July 5th.

In the line of recreation and entertainment the Rochester Motorcycle Club has several good things on tapis. On Wednesday morning, 4th inst., there will be a run to Ontario Beach; for that evening, what is significantly termed "a good time" is programmed, while for Friday evening, the hosts of the occasion have what they suggestively style "a surprise for the boys" in store. The "surprise" will practically bring the meet to an end, but the Rochesterians have set aside Saturday for "whatever the bunch wants to do."



F. A. M. TOURISTS' MEMENTO.

President Betts and Secretary Wehman visited Rochester on Sunday last and were taken to Crittenden Park, where the races will be held, to Dug-out hill and to the Henrietta road. Their money was rendered worthless and they left for home with a well defined impression that the prospective hosts of the F. A. M. are "the right sort."

So far as concerns the national endurance contest from New York to Rochester, July 2 and 3, practically nothing remains to be done. Chairman Wehman already has completed every detail in his usual thorough fashion and the event could be run to-morrow if need be. The entries are now coming in, L. J. Mueller, Cleveland, Ohio, being No. 1, and Walter Goerke, Brooklyn, N. Y., No. 2. Mueller's performance will be in the nature of a preliminary canter for his cross-continent journey on which he will set out from San Francisco on August 1.

Chairman Toepel, of the F. A. M. Roads and Tours Committee, reports a substantial increase in interest in the tours from New York and Boston to the F. A. M. meet in Rochester, N. Y., June 30-July 3. More inquiries than ever before have been received and indications point to a party more numerous than the corporal's guard that have participated in the annual tours of previous years. The F. A. M. Tourists' Memento—the bronze finger post, which Chairman Toepel designed—may have to do with the case. A good idea of the memento, which will be of watch charm size, may be obtained from the accompanying illustration.

LONDON'S CYCLING NEWSBOYS

How they Perform their Work and how Regulated by System of Fines.

To the tourist, the London newsboys who traverse the streets of that congested town carrying huge bundles of papers on their backs as they cycle calmly through a swirling tide of traffic that would frighten even a New York teamster, are a continual source of wonderment. That their life is by no means an easy one, and that they labor under difficulties which would put an untrained cyclist to rout in less time than it takes to tell it, is evident, but even with the figures in full view, it is hard to realize what they endure in the way of petty annoyances, and what each day's work really means.

As a matter of fact, however, their average load is 40 pounds when they start on their routes, and the wages average about \$6 per week, plus tips and commissions, which, naturally, are neither large nor dependable. And while their daily journey mounts up to something like thirty-five or forty miles, it represents a deal of hard work, for their bundles are carried on their shoulders, and they ride through the congested streets at a pace which would put many a road rider to shame even though he prides himself on his endurance.

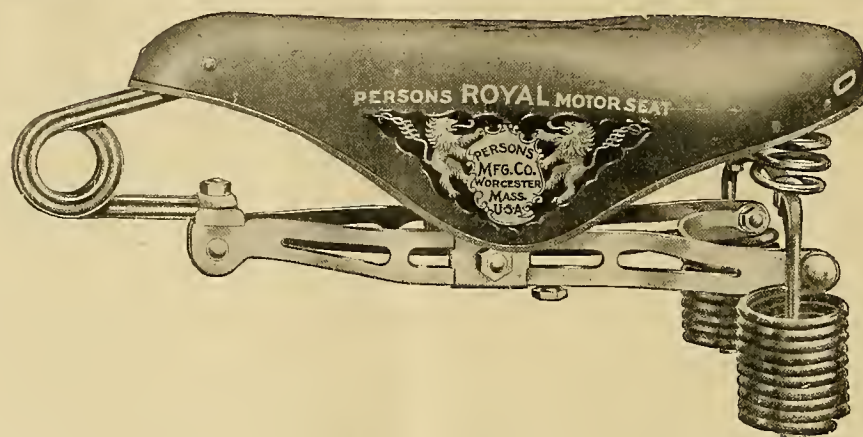
Moreover, they have to stand the cost of all repairs, which, on the average, come to about twenty-five cents a week, and are obliged to pay half of all fines imposed for exceeding the speed limit, while the time spent in court is deducted from the week's pay. Delays and journeys lost through punctures and other hindrances are punished by regular fines, proportioned to the nature of the delay. Altogether, it is safe to say that they well earn all they get, and that their lot is by no means an enviable one.

Los Angeles Motorcyclists Reorganize.

On Friday, June 8, after months of inactivity, part of the old Los Angeles Motorcycle Club, with some new blood, met in the Y. M. C. A. building on South Hill street, to the number of forty-three interested riders and formed a new Los Angeles Motorcycle Club. C. H. Day was chosen chairman and Marian Smith secretary and a by-laws committee was appointed consisting of F. E. Carroll, A. L. Hamilton and F. A. Burnwood. L. A. Morrison was made temporary captain. A run to Azusa was called for the following Sunday. The subject of an endurance run to take place soon was discussed.

Of 84 motorists who started in the annual London to Edinburgh run on the 1st inst., 48 reached the Scotch metropolis within the time limit of 24 hours; of the survivors, 34 used motor bicycles, 2 tricars and 10 cars.

The Saddle with a Mission.



Designed and manufactured to demonstrate that there is nothing in the world superior to this American product, the

PERSONS ROYAL MOTOR SEAT

has amply and convincingly proved its case.

Designed and produced to add to the luxury of motorcycling, the daily increasing demand for it proves that that mission also is being as happily fulfilled.

PERSONS MFG. CO., = = = Worcester, Mass.

Goodyear Cushion Pneumatic



The most durable bicycle tire made. There is a steadily increasing demand for this tire and every dealer should carry them in stock; merely showing a section will often make a sale and a satisfied customer.

Send us your name and address so we can forward sections.

GOODYEAR TIRE & RUBBER CO., Akron, O.

WAS BROOKLYNITES' HANDICAP

They Capture Chief Honors in their First Titular Race—Weintz's Fast Work.

Harold F. Missimer, a hairless-faced young member of the Park Circle Club of Brooklyn, riding with 9 minutes 30 seconds handicap, won the "Brooklyn Handicap," a twenty-mile road race promoted last Sunday on Long Island, by the Park Circle Club, and which, it is hoped, will attain fame akin to that possessed by the horse race of the same title. A. Johnson and W. Berman, two other members of the promoting organization, finished second and third respectively. First time prize was won by Louis J. Weintz, of the New York Athletic Club, who covered the dust clothed course in 58 minutes 5 seconds. Urban McDonald, the champion sprinter of the Tiger Wheelmen, also started from scratch, and finished for second time prize, crossing the tape several seconds after Weintz.

Quite a crowd had gathered at West's, Valley Stream, L. I., to witness the start and finish of the race. Many of them had intended to ride in the race, but when they saw the condition of the course, withdrew. Forty-three riders lined up a few minutes after three o'clock when the two limit men, A. G. Armstrong and W. Berman, who had ten minutes, were sent away. Then followed the other divisions at intervals of thirty seconds, the four minute bunch being the nearest to scratch.

Young Missimer caught the long markers about three miles out and was leading when the first group made the turn at Bellmore, ten miles out. All the way back Missimer kept well in front and in the half mile up-grade sprint for the tape he easily distanced his rivals for the honor. Missimer is only 17 years old and according to his statement, this was the first race he ever competed in. He rode a Columbia wheel, geared to 88, and fitted with Palmer tires.

The course was exceptionally heavy and the dust raised by passing automobiles made the going anything but pleasant for the riders. Added to this the depth of sand on several of the turns, it is a wonder that accidents were avoided.

Considering the condition of the course, the scratch men made exceptionally good time. They were only a few minutes behind the leaders at eight miles and it looked then as if they would overtake them before the finish. Louis J. Weintz, the winner of the time prize, finished well up, but not far enough to come in for a place prize. Urban McDonald, who has been winning all the time prizes in the Tiger Wheelmen's club races, made his debut with the scratch bunch and made good. He finished second to Weintz for time prizes.

The race was well conducted by the Park Circle Club and is the first of a series they expect to hold this summer. Only one protest was registered and that did not stand for two reasons. Reese Hughes, of

the Edgcombes, protested Henri Lafentre, of the Roys, on the grounds that the latter accepted pace from an outside rider. Hughes did not hand in his protest in writing and besides it was proved that Lafentre took pace for just twenty yards from Walter Raleigh, winner of the Irvington-Millburn race, who was in the race. The Park Circle Club won a leg on the Armstrong trophy, a silver loving cup to be awarded to the club scoring the most points; it has to be won three times to become the permanent



HAROLD F. MISSIMER.

property of the winner. The Park Circle Club scored 27 points against 10 made by the Roy Wheelmen. The Dyer trophy was not won by any club, none having the requisite twenty entrants to qualify. The summary follows:

Pos.	Rider.	Club.	Handicap.		Actual Time.	
			M. S.	H. M. S. Pts.		
1.	Harold Missimer,	Park Circle	9:30	1:04:44½	10	
2.	A. Johnson,	Park Circle	7:00	1:02:51	9	
3.	W. Berman,	Park Circle	10:00	1:05:32	8	
4.	Henri Lafentre,	Roy W.	7:00	1:03:05	7	
5.	R. Hughes,	Edgcombe W.	8:00	1:04:07	6	
6.	A. Peantilli,	Finnish A. C.	5:00	1:01:15	5	
7.	O. J. Devine,	N. A. C.	4:00	1:00:17	4	
8.	Sam'l Ryan,	Roy W.	5:00	1:02:24	3	
9.	A. Demarest,	N. A. C.	4:00	1:00:27	2	
10.	C. Erricson,	M. C. C.	5:00	1:01:30	1	
11.	A. Harrison,	Roy W.	6:00	1:02:35		
12.	M. Shuhlman,	unattached	8:00	1:04:39		
13.	J. A. Eubank,	C. R. C. of A.	7:30	1:04:42		
14.	Otto Singer,	unattached	8:30	1:05:50		
15.	L. J. Weintz,	N. Y. A. C.	scratch	0:58:05		
16.	Fred C. Graf,	C. R. C. A.	4:00	1:02:10½		
17.	U. McDonald,	Tiger W.	scratch	0:58:12		
18.	Otto Brandes,	Edgcombe W.	4:00	1:02:20		
19.	Arthur Rhodes,	Roy W.	4:30	1:02:50½		
20.	S. R. Morrison,	Edgcombe	5:00	1:03:23		
21, John Leon, National A. C. (5:30); 22, A. W. Drewitz, Williamsbridge W. (7:00); 23, Frank Harry, Park Circle (7:00); 24, A. G. Armstrong, C. R. C. of A. (10:00); 25, C. P. Schoennig, E. D. T. V. C. C. (8:30); 26, Charles Mock, C. R. C. of A. (scratch); 27, George Gunzer, Roy Wheelmen (4:00); 28, E. Koster, Edgcombe Wheelmen (7:00); 29, Herman L. Lind, Park Circle C. C. (scratch).						

TIME PRIZE WINNERS:

1.	L. J. Weintz,	N. Y. A. C.	scratch	0:58:05
2.	Urban McDonald,	Tiger W.	scratch	0:58:12
3.	O. J. Devine,	National A. C.	4:00	1:00:17
4.	A. Demarest,	C. R. C. A.	4:00	1:00:27

The Associated Cycling Clubs of New York have undertaken to hold a field day at Pelham Bay Park on Sunday, July 22. A card of athletic events and a baseball game will constitute the program.

STORM STOPS VAILSBURG

Prevented Running of the "Feature" Event—Fenn Displayed his old Form.

Dark clouds, which threatened to break at any moment, and gusts of wind that nearly swept the riders from their wheels, prevented the completion of the race meet at the Vailsburg board track last Sunday afternoon, 10th inst. Five races had been provided for on the program, but the feature event, an unknown distance race for amateurs, was called off owing to the pranks of the weather.

There was some very good racing, but the storm spoiled the two-mile handicap for professionals, which gave promise of being a "cracker." During the running of this race a young cyclone made its appearance and gusts of wind put the riders in a state of chaos, allowing four of the long markers to get in on the money. However, everything must not be blamed on the elements, for in the two-mile handicap the long markers did a great deal. In the first lap King tried to steal a lap right off the reel and Al Guery followed this up by a try in the second lap. Menus Bedell made a bluff at jumping in the second lap. While this was going on the wind howled and whistled and kicked up so much dust that the scratch men failed to notice that the limit men had opened up a gap of half a lap. Glasson proved an easy winner when it came to the finish. King got second, Albert Triebel third and H. B. Appleton fourth. Time, 4:22½.

W. S. Fenn showed traces of his old-time sprinting form when he won the one-mile open. Ashurst, Krebs, Rupprecht, Krebs, Fenn, Menus Bedell and Billington qualified in the two trial heats. Menus Bedell made a bluff at jumping in the second lap. Billington took the lead from Fenn at the bell but Fenn began to unwind on the back stretch while Krebs attempted to go out, pulling Menus Bedell. Fenn was too fast, however, and he pulled Ashurst away from Krebs. Ashurst got to Fenn's side as they rounded into the straight and the way the new "Boy Wonder" gave his predecessor a battle royal all the way down the stretch caused the spectators to rise to their feet and simply howl, in spite of the warning signs not to make any noise. Ashurst and Fenn fought neck and neck all the way and the latter won out by only a foot. Krebs got third and Menus Bedell fourth. Time, 3:06¼.

The two-mile handicap for amateurs was spoiled because Beyerman, Kessler and Cameron were the only short distance men willing to set any pace. Henry Vanden Dries sat up when his turn came to pace and his act encouraged the others. Halligan, of the Bay View Wheelmen, caught the limit men from his mark of 160 yards and he literally ran away from the field in the last lap. Thomas Smith, of the National Turnverein Wheelmen, was second.

Two heats of the unknown distance race, always a popular event, were run off before the storm broke. The first heat went for seven laps and Michael Ferrari, Jacob Magin, Henry Vanden Dries, George Cameron, Edward Siefert, George Pauli, Martin Kessler, Tom Phillips and J. M. Eiffler qualified, crossing the tape in this order. Time, 5:09 $\frac{3}{4}$. In the second heat, at one-half mile, the riders finished in this order: Frank W. Eiffler, Watson J. Kluczek, W. Vanden Dries, Charles Jacobs, William Canfield, Yahn Svenson, William Cerney, Ed Zapke, Adam Beyerman and Charles Anderson. Time, 1:20. The final heat was not run.

An added starter won the novice race at half a mile; J. Poos, of Newark, catching the judges eye. William Morton, of Tarrison, came in second, and Adam Schrupf, of Newark, was third. Time, 1:35 $\frac{3}{4}$. The summaries:

Half-mile novice—Final heat won by J. Poos, Newark; second, William Morton, Harrison; third, Adam Schrupf, Newark. Time, 1:35 $\frac{3}{4}$.

Two-mile handicap, amateur—Final heat won by J. T. Halligan, Bay View Wheelmen (160 yards); second, Thomas Smith, National Turnverein Wheelmen (100 yards); third, Joseph M. Eiffler, Century Road Club Association (90 yards); fourth, Benjamin Hill, Bay View Wheelmen (220 yards). Time, 4:25 $\frac{3}{4}$.

One-mile open, professional—Final heat won by W. S. Fenn; second, Alfred Ashurst; third, Floyd Krebs; fourth, Menus Bedell. Time, 3:06 $\frac{1}{2}$.

Two-mile handicap, professional—Won by George Glasson (180 yards); second, John King (225 yards); third, Albert Triebal (225 yards); fourth, H. B. Appleton (200 yards); fifth, Teddy Billington (160 yards). Time, 4:22 $\frac{3}{4}$. Lap prize winners—King, 3; Glasson, 2; Guery, 1; Triebal, 1.

Lawson's Unique Chunk of Gold.

Frank Mihlon, of Newark, N. J., has an interesting medal in his custody. It is the one Salt Lake "fans" presented to Iver Lawson at the close of the riding season of 1904, and has never before been seen in the East. There is not much fancy work about the medal. The Salt Lake people seem to have taken a chunk of solid gold and hammered it into a shape that reminds one of a slice of cucumber. In the center of the gold slab they set a big diamond and added a ribbon chains and bar. On the bar is inscribed "Iver Lawson," and on the medal, "World's Champion Professional and Amateur Cyclist." The gift of Salt Lake's sons to the popular rider may have set the Newarkers a-thinking; anyway, one or two persons have expressed a desire that someone start a subscription to present Frank Kramer with a similar token of regard. If any one rider deserves the honor, Kramer does, and it is to be hoped the idea will not be allowed to be forgotten.

WORK OF AMERICANS ABROAD

Kramer Loses and Wins and the Others get "in the Money."

Frank L. Kramer received another defeat at Paris, on Thursday, May 31, his conqueror being none less than Gabriel Poulain. His defeat was very close, the American and Poulain tying on points, as was the case on the 27th, and Kramer being trounced in the run-off. The race occurred at the Vélodrome Buffalo, when Kramer, Poulain and Friol met in an international match race. The first heat was 1,093 yards, Kramer won the heat from Friol by half a length, Poulain trailing the latter by a full length. Time, 2:24. In the next heat, the world's champion jumped the American champion in the bell lap and won out in the sprint by a length. Friol was a half-length behind Kramer. Time, 1:41. The last heat was at about 1,300 yards, four laps, and Poulain again outsprinted Kramer by three-quarters of a length, Friol being one-half behind. Time, 2:20. This left Kramer and Poulain tied with five points each, so the pair went an additional heat, at 1,200 metres, to decide the race. Kramer took the lead at the start and led for 350 metres, when Poulain jumped to the front and kept there until the finish. As they crossed the tape Poulain led by two lengths. Time, 1:46.

On the same day, James F. Moran and Louis Mettling showed up well in a motor-paced race. The first heat was at 6.21 miles, and Mettling won by 100 yards from Moran, Rugère finishing a lap and a quarter behind. Time, 8:59 $\frac{1}{2}$. The second and third heats at 12.42 and 18.63 miles, respectively, were decided on the following Monday, June 4th. In the second Rugère finished 150 yards ahead of Mettling. Moran was a bad third. Time, 17:39 $\frac{3}{4}$. Rugère won the third heat by a lap and a half from Mettling, while the latter's townsman, Moran, was again third by three and one-half laps. Time, 26:42 $\frac{3}{4}$. Rugère and Mettling being even on points, a deciding heat should have been run, but as all the riders were more or less tired the final heat was left until later.

On the day before, Sunday, June 3, at the Parc des Princes track, Kramer won the international match race, in three heats, at 1,333.33 metres each. In the first heat Vanden Born essayed the lead, followed by Kramer, Friol and Poulain, in this order. At 300 metres Poulain pulled up Friol to Vanden Born and Kramer and swung into the lead. Kramer immediately came back with a sprint and went around the two Frenchmen, but in the sprint for the tape Poulain managed to cross the tape by half a lap. Friol was one length behind and Vanden Born fourth. In the second heat Friol beat Kramer by one length, Poulain finishing a half length behind his countryman, Vanden Born again running last. Kra-

mer beat Poulain easily in the last heat. Friol fell and Vanden Born showed his power as a sprinter by quitting. Kramer was given the victory with 5 points, Poulain second with 6, Friol third with 8 and Vanden Born last with 12 points.

Oscar Schwab also rode on this day; he finished second to Schilling in a trial heat but was unplaced in the final. Schwab also competed in a lap race and won \$5.79 by leading three laps. He did not get anything at the finish.

Walthour and Prince Race Promoters.

Jack Prince is making money again. He has bobbed up in Atlanta, Ga., after an absence of several months, and has gone into the bicycle racing business with Robert J. Walthour. Prince has built a new track at Piedmont Park and the first race meet was held on Thursday night of last week. More than 4,000 enthusiastic spectators were in attendance. The tid bit of the meet was a motorpaced match race between Walthour and "Tommy" Hall, in two five-mile heats. Walthour won both with ease. H. J. Norton won the one-mile amateur event in 2:17 $\frac{1}{2}$, and William Jenkins, of Birmingham, Ala., rode a mile against time in 2:00, which he considered so good that he issued a challenge to any Atlanta rider except Walthour.

The second race meet occurred on Friday night and almost as large an attendance cheered their local favorite, Walthour. The distance was fifteen miles and Walthour defeated Hall by five laps, riding the distance in the slow time of 22:31. Hall was handicapped by an accident to his pacing machine, manned by Charles Turville. It went out of commission in the seventh lap and Hall had to resort to a much slower machine. J. Taylor won the final heat of the one-mile handicap. His time was 2:13.

Kramer to Come Home Next Month.

The professional riders may have to ride a trifle faster after July 11. Kramer will be home about that date, according to a letter received this week. The national champion has become sick and tired of Europe and will not remain on the other side for the world's championships. He will sail from France on July 4, his contract there expiring on the day before. The champion's decision will disappoint his friends on this side, as they wished to see him win the highest title in the cycling world.

To Race Again in the Garden.

Will Madison Square Garden open for bicycle racing this summer? Harry Pollok, who is associated with P. T. Powers in his numerous ventures, gave assurance the other day that it would, but not until about the middle of August and then only for a few weeks. Last summer's racing proved such a paying advertisement for the six-day race that the promoters can hardly afford to let the chance for a repetition pass by.

FINE OLD FRENCH RUMPUS

Kramer the Storm Center—Police Called to Preserve the Peace of Nantes.

Frank Kramer was the cause of a small sized riot at the Nantes track in France, on Sunday, June 3, and all because the other riders were really afraid of the American sprinter. Here is just how it happened.

Kramer, Poulain, Otto Meyer and Schilling were billed to ride in a four-cornered match race in three heats, 2,000 metres each, at Nantes, on Sunday. In the first heat the four riders went the first four laps at an easy pace. As soon as he heard the bell, Meyer started to unwind, drawing out Schilling, Kramer and Poulain, in this order. On turning into the backstretch, Poulain got a puncture just as Kramer passed. On the last turn Meyer and Schilling attempted to resist Kramer's sprint, but the American was too fast and came down the stretch. Not seeing Poulain's green tights following Kramer—here is where a three-man combination to do Kramer was apparent—Meyer and Schilling turned and seeing Poulain in distress, slowed down, letting the American finish alone. In fact, the others got off their wheels before the tape. Poulain demanded that the judges call the heat off as he got a puncture three-quarters of a lap before the bell, an absurd idea, and the commissioners told the peppery Frenchman so in "parley voo." Poulain held firm, however, and the commissioners, after conferring with Kramer, decided to run a supplementary heat, it being understood that each of the others be penalized three points each. Kramer was willing to this agreement but the others refused, and after damning the officials, Kramer and everybody in general, and uttering a few extra "sacres," concluded they would not ride in any of the other heats.

The starter called the second heat. Kramer was the only one to respond to the call and he rode around alone winning the heat. This time the spectators took a hand. They thought the judges had discriminated against their European riders, and sided with Poulain, Schilling and Meyer. Thus encouraged, the trio confidently went before the commissioners and accused them of being in collusion with Kramer. Eugene Chereau, one of the commissioners, did not relish this nasty accusation and the result was that the commissioners fined the three disturbers each 500 francs, about \$100, and told them if they did not ride the other heats, they would be in danger of suspension as well. Naturally, this did not mollify the feelings of the disgraced riders or the unfair and excitable Frenchmen and there was an undercurrent of trouble brewing when the third heat was called.

At the beginning of the last lap Otto Meyer went out. On the last turn Kramer jumped and although he was unable to pass

Meyer, the latter crossing the tape ahead by half a wheel, he showed a clean pair of heels to Poulain and Schilling. This time, doubtless because the American had unmercifully trounced their beloved Poulain, some of the spectators protested vehemently. Chairs, bottles, and whatnot, were thrown over the cement track, all aimed at Kramer, and the police and gendarmes had to be called out to escort Kramer to his dressing rooms. Several noses were bled and many countenances were disfigured in the free-for-all fist fight that resulted between the "Kramerites" and the "Poulainites." Then the Nantes Commissioner of Police decided to take a hand. He forbade the running of the fourth heat. After a long palaver, and on the promise of the spectators that they would be quiet and aim their bouquets at some one other than Kramer, the magistrate allowed the fourth, or supplementary heat, to proceed.

In the midst of the tumult, for Frenchmen are not easily pacified once their angry passions are aroused, the marker forgot to sound the bell, just when Kramer was leading Otto Meyer by a length and seemingly had the race well in hand. On account of this mistake, Poulain won out with Schilling second, still a lap to go. Mayer was third and Kramer fourth.

The general classification gave Kramer the victory with eight points, Poulain second with nine, Meyer third with ten and Schilling last with thirteen. Then Poulain's friends, trying to make a fool of Kramer, lifted the sour visaged Frenchman and his bicycle on their shoulders, and executed one of those "Tours d'honneur." Needless to add, there was little interest in the other races and the spectators did not cherish, what Robert Coquelle terms a "heart-rending memory" of the meet. After all this it is no wonder Kramer wants to return to a country where sport is spelled S-P-O-R-T. It will be remembered that the American barely escaped with his life last year in France because he refused to ride on a dangerously wet track. He only escaped by running two miles across fields and hailing a passing cab bound for Paris.

John Bedell is Suspended.

John Bedell, the elder of the famous "Me and Jawn" team, will not be seen riding at Vailsburg until after July 3, as he has been suspended for a month for "reprehensible conduct." John attempted to get funny when the management held up the prize money for one of the races on June 3, until the charge of there being a combination could be investigated, and he started to tell the management and the referee what he thought of them.

Where Cyclists Camp Out.

In addition to the Cycle Campers' Association, Great Britain now has the National Cycle Camping Club. The latter was organized at a meeting held in London, late last month. At the last gathering of the C. C. A., 27 tents were pitched.

PHILADELPHIANS IN FRONT

They Win Everything at Washington Park—Last Race Run in Rain.

Honors were well distributed at the second bicycle and athletic meet held at Washington-Park-on-the-Delaware, at Gloucester City, N. J., last Saturday afternoon, 9th inst. John Glass, of Philadelphia, won the half-mile handicap; John Farber, of Philadelphia, finished first in the one mile handicap, and Dan Trotter, of the same city, was the victor in the three mile handicap. All the winners are members of the Stroud Wheelmen.

The first race was a half-mile handicap, in three heats and a final. Eighteen riders, the best in Philadelphia and South Jersey, faced the starter. The first heat was won by John Glass, of the Stroud Wheelmen, from the 35-yard mark, from Harry Hemple, of Atlantic City, who started from the 15-yard mark. Dan Trotter, Stroud Wheelmen, on scratch, was third. Michael Logue, of the Reading Standard team, copied first place in the second heat from 15 yards yards, Charles Van Doren, of Atlantic City, 5 yards, getting second. A 50-yard man—John Farber, Stroud Wheelmen—won the third heat, "Dick" Stroud crossing the line second. The final heat was close enough throughout to bring the spectators to their feet. Glass won out after a spirited sprint with Hemple, and Van Doren got third.

Although the three mile event was run in a downpour of rain it did not phase the riders, and was easily the most exciting race on the program. The riders soon bunched and kept together until the fourteenth lap when Farber and Stroud fell, but they quickly remounted and finished well up. Dan Trotter, of the Stroud team, scratch, won from Van Doren, of Atlantic City, by a length. The summaries:

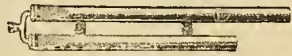
Half-mile handicap—First heat won by James Glass, Stroud Wheelmen (35 yards); second, Harry Hemple, Atlantic Wheelmen (15 yards); third, Dan Trotter, Stroud Wheelmen (scratch). Time, 1:22 $\frac{3}{4}$. Second heat won by Michael Logue, Reading Standard team (15 yards); second, Charles Van Doren, Atlantic City Wheelmen (5 yards). No time taken. Third heat won by John Farber, Stroud Wheelmen (50 yards); second, W. Richard Stroud, Stroud Wheelmen (scratch). Time, 1:22 $\frac{3}{4}$. Final heat won by John Glass; second, Harry Hemple; third, Charles Van Doren. Time, 1:22 $\frac{3}{4}$.

One-mile handicap—Won by John Farber, Stroud Wheelmen (40 yards); second, R. Hemple, Atlantic Wheelmen (40 yards); third, Joseph Baumgard, Stroud Wheelmen (100 yards). Time, 2:41.

Three-mile handicap—Won by Dan Trotter, Stroud Wheelmen (scratch); second, Charles Van Doren, Atlantic Wheelmen (25 yards); third, R. Hemple, Atlantic Wheelmen (40 yards). Time, 8:31 $\frac{1}{2}$.

THE BABY GABRIEL FOR MOTORCYCLES

is a new horn made on the same principle as the Gabriel Horn for automobiles. The BABY is a two chime horn, producing a very clear tone of great carrying power. It attaches to the exhaust of the motorcycle and occupies a space of but 2 x 15 inches.



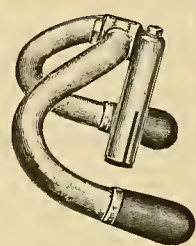
BABY GABRIEL.

It is entirely out of the way, and as there are no bulbs or reeds to break, it is never out of order. No motorcycle is complete without the Price, complete with valve and spring for attaching to exhaust pipe, \$10.00.

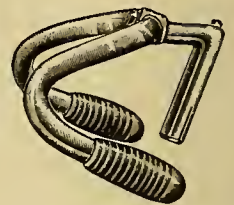
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And Kelly Quality Always has been Top Notch.

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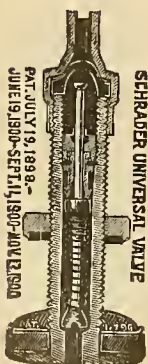
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LAYS DUST, SAVES ROADS

Statistics Showing the Great Advantages of Tarring—How it is Applied.

It is now four years since the first trials of road-tarring in Monaco and Paris were begun. At first these were regarded with some misgivings by tar and asphalt workers, and more particularly by road engineers, who doubted whether a thin layer of tar could resist the month-long wear and tear of heavy traffic. After four years' observation of many miles of tarred road, the French engineers are entirely favorable to it. The results are of prime interest to cyclists as few road travelers suffer more from the dust nuisance which has arisen since automobiles became numerous.

During 1903, M. Heude, chief engineer of the Seine and Marine Department, tarred about 24,000 square yards; more than 47,840 square yards in 1904, and some 143,500 square yards in 1905. The results have been excellent—dust arising from the wearing away of the road has almost disappeared; the increased life of the road and the diminution in maintenance charges more than repay the expense of tarring. Where formerly large sums were spent in watering and sweeping the roads, there is an annual net gain of one cent per square yard. France has experimented wisely and well. The question of tarring roads no longer is one of experiment; it is a practical preventative of dust in summer and mud in winter. As tribute to the success of tarred roads it may be remarked that all the newly made roads in France are now being treated with this preparation.

"The best proof of the advantage of the new method, as well from a hygienic point of view as from the very much pleasanter traffic conditions, lies in the fact that the inhabitants of our communes demand the tarring, and are quite willing to take their share in the increased initial expense," says M. Sigault, one of the eminent French road engineers, who has done much toward furthering the interests of good roads in his country. "The method has, therefore, been rapidly adopted. In 1903 only three road surveyors adopted it; in 1905 eight have employed tar. The following striking experiment is cited: A road 1,100 metres long, with heavy traffic, was remade in 1902; of this length 500 metres were tarred in 1903, 1904 and 1905. At the end of 1905 the tarred portion was in good repair; the other 600 metres, which had not been tarred had to be remacadamized in the course of 1905. Another experiment: Two identical stretches of road, each of 1,100 square metres surface, were remade in 1902; one was tarred in 1903, the other not. In the course of the following winter the untarred road had to be scraped nine times, the tarred portion only once; 24 cubic metres of mud were taken from the untarred portion, only 2 cubic metres from the tarred road, and that in great part had been car-

ried on to it from the adjoining roads and fields. With a view to this saving in upkeep, the tarring has been done on these roads where the traffic is heaviest."

M. Vasseur, another French engineer, treated about 60,000 square yards of street near the Parc Monceau in Paris, with tar, and the results have far exceeded expectations. For the first time there have been no complaints about insufficient watering of the streets and the householders are once more able to keep windows open all day long.

That tarring is an excellent and practical means of dust suppression, is also vouched for by M. Arnaud, engineer of the Department of the Seine. He says that streets around Paris which formerly had to be remade every three or four years



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were tarred in the summers of 1903, 1904 and 1905, and look to-day in as good repair as if they had been newly remade. The postponing for one year of the remacadamizing compensates richly the expense of the three tarrings. It is important, however, to do the work quickly and well, and for this the proper apparatus must be used.

From the official reports it will be seen that tarring must not be considered merely as a dust binding material, like "West-rumite," "Rapidite," and other mineral oils soluble in water, the application of which is costly and the effect unfortunately lasts only a few weeks; on the contrary, tarring is a specially suitable means of hardening the surface of the road on which it forms a sort of "tar-asphalt." A macadamized road, to have any lasting effect in fine weather or in wind, must either be watered so heavily that mud is formed, or it must lightly sprinkled with water almost hourly where the traffic is exceptionally heavy, a procedure as costly as it is disturbing to traffic. It is sufficient with tarred roads,

state those who have experimented with this substance successfully, if they are watered once a day. No mud is formed after the rain, and the water-tight surface looks exactly like asphalt. The tarred surface lasts from eight to ten months, asphalt lasts from eight to ten years, the latter costs, however, approximately, three dollars per square metre, the former only eight cents, and this eight cents is regained on the diminished upkeep cost. The financial aspect of the question had appealed to many engineers and officials who remained deaf to all appeals made on hygienic grounds.

Almost for the same reason the matter has been taken up commercially. The former primitive heating boilers and laying machines, requiring several workmen to lay the tar at a temperature of about 70 degrees, have been replaced by large boilers holding 1,000 kilos and heated in twenty minutes to 100 degrees by steam, and the tar pumped thence into the laying machine, which spreads it automatically. In this way about 12,000 square yards can be laid in four hours. The chief requisites to successful work are bright warm weather, a good road, well swept and dry. After being laid the tar should stand for twenty-four hours undisturbed. The tar boiler made under J. Lassailly's patent, and preparing 2,400 kilos per hour, is a good example of the improved machinery now available for the work. The tar boiler is composed of three principal parts—a vertical steam generator placed in front; a cylindrical reservoir behind communicating with the generator and serving to heat the tar by means of internal tubes; a vat placed beneath the reservoir to hold the cold tar. The tar is first delivered into the vat. This preliminary operation accomplished, the steam does the rest.

The tar-laying carriage (J. Lassailly's patent) is another interesting device. It is capable of laying 2,392 square yards per hour. The machine is composed of four parts placed behind each other in the following order: The tar holder, the regulating vat, the sprinkler, a series of binding brushes. The method of working is as follows: The tar in the holder passes by a pipe into the regulating vat, where it is maintained at a constant level (indicated by a float), which gives a uniform discharge and even spreading. The sprinkling or spreading is done by a pipe pierced with holes. The binding brushes take the hot tar and spread it automatically on the ground in a thin regular layer. These brushes can be weighted.

How the Old Lady Described it.

"You see, my dear, she was going awfully fast down hill and came on a flock of geese suddenly and just gave up the handles," is the way an old lady took to describe the happening of an accident to a friend. What became of the "handles" after they were given up is not a part of the story nor does it appear that the geese suffered.

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THE SPARK AND THE THROTTLE

How and Why Manipulation of both is Necessary to Obtain Highest Results.

It is a curious anomaly, dovetailing nicely with numerous others which exist in the theory and practice of the gasoline engine, that the method of controlling the speed and power by the advancement or retardation of the spark, although the simplest and most natural thing in the world, should not be the most economical nor the best from the practical and ideal standpoint. Indeed, that it is so, is not always at first apparent to the user, and the mere fact that increasing the gas or varying the quality, serves to increase the consumption, while altering the time of ignition has no effect upon it whatever, would seem to point to the method of control by the spark as the better of the two, par excellence.

In order to become fully convinced that it is not, however, the investigator has but to consider the action of the burning gas within the cylinder, and the effect upon it and its resultant work by any change in the time which the ignition occurs. Without delving too deeply down into abstruse theories, it may be taken as an accepted fact, and one already demonstrated to the full requirement, that any volume of gas of a certain known quality of mixture, requires a certain stated time to burn completely, that time varying and being dependent upon the amount of compression given the gas prior to the time of ignition. This being the case, and since the amount of compression in any motor is sensibly constant and unvarying, at least within the limits necessary to an understanding of the matter in hand, it may be stated without fear of contradiction that the gas consumed by any given motor, running under full throttle, requires a stated interval after the first administration of the spark before the explosion shall have fully matured and all the gas taken fire.

Coming to another point, then, it is evident that the time during which the force of the explosion may be utilized in driving the piston is limited by the duration of the working stroke, or, in other words, by the speed at which it is running. In order to be used to the best advantage, the maximum force of the explosion must come at such a point in the stroke that the gases imprisoned behind the piston will have a chance to expand and do work upon it as it travels toward the end of its path, and this being the case, it is apparent further, that the maximum pressure, or practically speaking, the instant of complete ignition of the entire charge, should occur at the earliest possible point in the stroke.

To establish a connection between these two points, then, the natural conclusion follows that since the time required by the gas to fully ignite is fixed, and the time required by the piston to travel its stroke at

any given speed also is fixed, there must be some point at which the beginning of the ignition may most profitably take place and one only—for any given speed. The further conclusion naturally follows upon this that the advantageous point must vary with the speed, and that the best results with any given setting of the spark can be obtained only at one rate of speed.

Turning then, to the carburetter, it is known that the requirement of the motor for a perfectly efficient gas must be altered with the speed, not in quantity taken in per stroke, since it is to be supposed that with full throttle opening the cylinder is completely filled at each induction, but with regard to the quality of the mixture. Not being readily demonstratable, this may be taken at face value as an established law of the internal combustion motor. With the automatic type of carburetter, this variation is taken care of by the device itself, with other types, theoretically, at least, it should be compensated by hand as the speed varies. This is supposing that the motor is always kept running at the maximum possible speed, being adjusted to fit the requirements as the load causes it to increase or diminish its rate of revolution.

When it becomes necessary to vary the speed regardless of the load, that is to say, to increase or diminish it while the load remains sensibly constant, a different set of considerations obtain. Supposing when the motor is running at full speed, it becomes necessary to reduce the rate. This may be done by weakening the mixture, by strengthening it beyond the most effective point, or by cutting down the amount of gas taken in, still considering only the action and control of the carburetter. Obviously, the latter method is the only one conducive to the best efficiency, since by reducing the amount of gas without disturbing the proportions of the mixture, as regulated by the device itself, perfect combustion is maintained, and the best possible service obtained from the gas. And since the lower rate of speed theoretically requires a richer mixture than the higher, with a non-automatic carburetter, a slight increase in the relative amount of gasoline in the mixture should be made to correspond with the reduction. This, however, is not wholly essential to the actual power production of the motor although it does effect its most effective production, and hence, with a small motor, running under a load with which it is well able to cope, the change may be neglected, and the actual mixture left unchanged.

With the usual type of carburetter found on the motor bicycle, whether the adjustment effected by the conventional "twist of the wrist," serves to throttle the gas or simply to weaken the mixture, matters little to the rider, since the designer may be relied upon to effect the most advantageous method under the circumstances. Hence, the rider's effort is to master the method of handling this and the spark lever to the best possible advan-

tage. And in the combined manipulation of the pair of levers or grips, lies the keynote of successful engine handling.

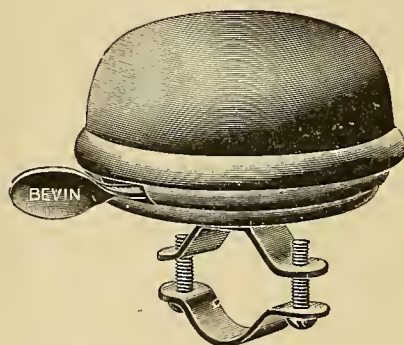
To leave the spark lever undisturbed under all circumstances, is obviously as improper as to attempt to control the speed and power solely by this means. In either case, the correct timing will only be obtained by chance at one set rate of speed. Otherwise, the explosion will be made to occur so early that there will be a back pressure on the piston in proportion to the incorrectness of the setting, or else it will occur so late that the charge will be expelled from the cylinder before it has done its full measure of work, with the result that the exhaust valve and even the cylinder will be overheated. In a well designed motor, this overheating may or may not be sufficient to interfere with the action, but the fact remains that the good work of the gas either is being used to a disadvantage against the piston, or else it is being wasted through the exhaust. Hence, considering the conclusions arrived at, it is apparent that at all times the spark timer should be adjusted in relation to the speed, and should be varied one way or the other until the "sweetest" running is obtained.

With the gas, on the other hand, two things are to be borne in mind; the first, that it always is good economy to use as little fuel as possible, and the second, that in order to increase the work which is being done, more fuel must be used. That being the case, full throttle opening should not be used unless it gives a greater speed, or better power under heavy load, as the case may be, than a closer adjustment. When running at a moderate speed, say, if it is desired to increase the rate of travel, the throttle should be opened until the desired rate is obtained, or until the full opening has been secured. If in doing this the speed increases only up to a certain point, and then ceases to increase, that point should be returned to as the most efficient, for beyond it, more gas is being drawn than the motor can handle to advantage, which means that the motor is being heated to an extent which is unnecessary. After the throttle position has been determined in this way, the spark should be advanced until the best speed is obtained, and no further, when the motor will be running with the best economy possible under the circumstances, and with its greatest power. This is true, even when the machine is mounting a hill which is almost too much for it. And frequently, under such circumstances, the full throttle opening will not give as good results as a more moderate one for the reason that the quality of the gas drawn in with every opening is best adapted to the needs of the case.

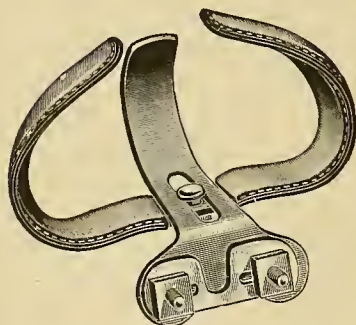
Hence, to sum up the conclusions, it may be said that running on the spark alone regardless of the gas adjustment which has been set for a given rate of speed and load, results in the use of too much gasoline or of the wasteful use of a portion of the fuel, either through too late or too

THE "Good Old Standbys"

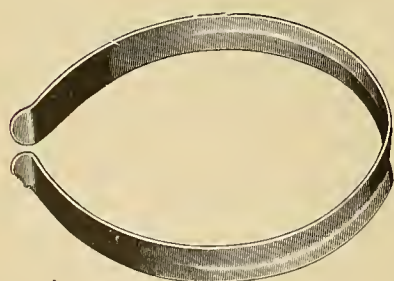
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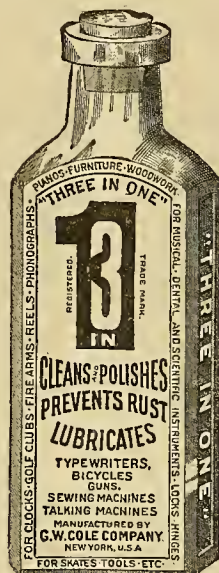
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early an explosion, while running on the throttle alone, results in a similar loss through firing the charge at the wrong time. Whatever the nature of the carburettor and its method of control, then, it is evident that the handling of the spark should be independent of it wholly, and governed by the rate of speed at which the motor is traveling, and that the actual variations in power and speed should be obtained by varying the amount of gas burned, using in any event as little fuel as possible.

P. O.

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TRIUMPHANT EVERYWHERE

AT NEW YORK.

In the New York Motorcycle Club's Hill Climbing Contest, May 30th, the Indian repeated its victories of 1904 and 1905.

Touring Class—Indians 1st and 2nd.
Racing Class—Indians 1st and 2nd.
Slow Climb—Indians 1st and 2nd.

In each class its victory was won by such substantial margins as to leave no room for question.

AT CHICAGO.

Chicago Motorcycle Club's Racemeet, May 30th.
Indians—Three 1sts,
and an exhibition five miles in 5:07 3/4.

AT WORCESTER.

Worcester (Mass.) Automobile Club's Hill Climbing Contest, May 23rd.
Indians—1st and 2nd in Motorcycle Class.

AT PRINCETON, N. J.

Princeton University Automobile Club's Hill Climbing Contest, May 25th.
S. L. Crawford on an Indian beats all autos, except one 35 h. p. touring car.

AT BALTIMORE, MD.

Indian, from scratch, wins the five-mile handicap at auto meet at Electric Park, May 30th.

THE INDIAN LEADS

simply because it has earned the right to lead. Its reputation is based on performance, not promise.

Have you ever read that chapter, "Answering an Important Question," in our 1906 catalogue?

HENDEE MFG. CO.,
Springfield, Mass.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

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Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

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Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Week's Patents.

821,701. Driving, Braking and Coasting Mechanism. George H. Cheney, Rochester, N. Y. Filed Nov. 28, 1900. Serial No. 38,010.

Claim.—In a driving and coasting mechanism, the combination of a hollow hub having bearings in its ends, a driving mechanism extending within the hub, a two-part clamping mechanism within the hub, means operated by said driving mechanism for moving the two parts of the clamping mechanism to and from each other, and a part attached to said hub and adapted to be clamped by the two parts of said clamping mechanism.

821,868. Armor for Cycle Tires. Emanuel Grimme, Dittersbach, Germany. Filed Apr. 27, 1905. Serial No. 257,687.

Claim.—1. Armor for cycle-wheels, comprising a plurality of stationary and movable guards covering the tire, the stationary guards being secured to a suitable part of the cycle, while the movable ones slide on the stationary ones, a plurality of pairs of radial stays secured to the ends of the hub of the wheel, and bridging over the guards, and means for securing the guards in the position in which they have been adjusted, substantially as described.

821,905. Handle-Bar. Bohumil Tulka, Prague, Austria-Hungary. Filed Jan. 10, 1905. Serial No. 240,444.

Claim.—1. The combination with a bicycle stem having a rectangular-shaped end, of a handle-bar having a rectangular part connected thereto, said part being adapted to slide vertically on the rectangular-shaped end of the stem, a substantially

U-shaped part adapted to slide on the stem embracing the upper and lower faces of the part carried by the handle, and means carried by the parts for locking them to the stem.

821,703. Ball-Bearing. Robert Conrad, Berlin, Germany. Filed Aug. 13, 1904. Serial No. 220,653.

Claim.—1. In a ball-bearing, a yielding lubricating device interposed between adjacent balls, said balls being free to move toward each other and to compress the lubricating device between them.

821,703. Ball-Bearing. Robert Conrad, Berlin, Germany. Filed May 12, 1904. Serial No. 207,598.

Claim.—1. A ball-bearing including in combination balls and separating devices between said balls, the intermediate portions of said ball-separating devices being of material capable of absorbing and gradually releasing a lubricant, said intermediate portions being combined with protectors, and with end plates separating the same from the balls.

821,828. Muffler. Lucius J. Phelps, Stoneham, Mass., assignor by mesne assignments, to Shawmut Motor Company, Boston, Mass., a corporation of Massachusetts. Filed April 10, 1905. Serial No. 254,797.

Claim.—1. In a muffler, the combination of a shell having an inlet and an outlet, a lining composed of woven-wire sections flanged at their ends, and apertured partitions of asbestos felt held between sheets of woven wire.

821,858. Pneumatic Tire. Hans L. Christiansen, Boston, Mass., assignor of one-third to Harald Tidemand and one-

third to Ole Worm Dahl, Boston, Mass. Filed May 24, 1905. Serial No. 261,933.

Claim.—1. The combination with a wheel, of a pneumatic tire therefor provided with transverse passage-ways, and lacings extended through said passage-ways and about the rim of the wheel for attaching the tire to the wheel, substantially as described.

822,403. Bicycle-Seat Spring. Ulysses G. Sweeney and Melvin L. Mayes, Orosi, Cal. Filed July 31, 1905. Serial No. 272,001.

Claim.—A saddle-supporting spring comprising a pair of horizontally-disposed arms the ends of which are bent to form coincident coils, said coils being provided with offsets defining upwardly-curved arms for attachment to a bicycle saddle-post, and a tubular clamping-sleeve engaging said horizontal arms and adapted to support the saddle.

822,660. Bicycle-Saddle and Spring Therefor. Charles W. Errick, North Tonawanda, N. Y. Filed June 24, 1905. Serial No. 266,712.

Claim.—1. In combination, a saddle, a seat-post, and a one-piece spring comprising an upper member which is fastened to the saddle and is in part straight and in part curved and a lower member which is fastened to the seat-post and is in part straight and in part curved, said upper and lower members normally extending in proximity and being joined by an abrupt bend, and being adapted to contact for an appreciable extent upon abnormal pressure.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

Veeders Better Than Ever!

Regular 10,000 Mile.
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument. As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometers or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, June 23, 1906.

No. 13

WANTED MOTORCYCLES BADLY

Risden Crossed Continent to Try to get them—Extent of the Demand.

C. W. Risden, of Los Angeles, Cal., is among the strangers in New York. He is one of the few exclusive motorcycle dealers in the country and his presence so far from home is in the nature of striking proof of the strong demand for motorcycles that exists this season. Risden crossed the continent for no other purpose than to see if personal persuasion would not prove more effective than letters in obtaining more of the machines of which he is in such pressing need. He had called on the Hendee Mfg. Co. and is returning to Los Angeles, feeling somewhat better for his visit.

"I have sold all I could get and can sell all that I can get," he remarked to a Bicycling World man. "If we could get enough of them I could show that Los Angeles is the banner motorcycle town in this country. We have the country for motorcycles out there. I think I could average one sale per day. In December last I received 27 in that one month and had no trouble in disposing of them in short order. But now I'm not trying to sell any more. What's the use?" he continued, rather dejectedly. "There are more than 40 names on my waiting list, each bound by a deposit of \$25 and not one of the men has been promised or guaranteed a date of delivery; the fact that there are so many of them willing to put up their money and take their place in such a long line speaks for itself. Yes, sir, we've the country for motorcycles out there. I don't think the manufacturers fully realize it."

In addition to the new machines, Risden states that not only has he bought all the good second-hand Indians he has been able to obtain, but that he is ready to pay \$125 apiece for all he can get.

One reason for the ready sale may lie in the fact that Risden is one of the very few dealers who does a considerable installment business. Of 300 motorcycles, he roughly estimated that 100 had been sold on the easy payment plan. Although he gives ten

months' time, he has had practically no trouble and suffered substantially no net loss. But five purchasers had defaulted their payments, two of whom left the State. He had secured possession of all save one of these machines, however, and this one he expected to pick up enroute home. He knew exactly where it was located.

"Gunning" for Undervalued Motorcycles.

It transpires that the recent increase in the dutiable valuation of a shipment of Peugeot motorcycles is but one move in a campaign conducted by the United States customs officials to nip in the bud what is said to be the systematic undervaluation of the comparatively few foreign motorcycles that have been brought into this country.

For some time past, it is stated, the treasury officials have been conducting an investigation in Europe to ascertain the cost of production and other details of the manufacture of machines there. Their efforts have recently met with success, and data has been procured demonstrating that importers of the cycles have not been invoicing the articles at sufficiently high prices.

The duty is an ad valorem one, amounting to 45 per cent., and on this account the foreign exporters as well as the importers here have not been anxious to place correct valuations on the machines, most of which are built in Germany and France. Collector Stranahan, acting on reports received from Appraiser Whitehead, has imposed heavy advances on the motors and on appeal by the importers, the board of appraisers has, in the main, sustained the collector's action.

In several instances the advances have been more than 50 per cent., thereby entailing the seizure of the cycles. Other advances have been sufficiently high to discourage undervaluation in the future.

Big Order for Post Office Bicycles.

The extent to which bicycles are used in the British postal service is disclosed by the size of the latest order, which is for 1,600 machines; most of them are to be equipped with free wheels and two brakes.

Nashua, N. H.—William F. McCarty, opened store on Bowers street.

'Twas A MARVELOUS SALE

Advertisement Said so and Investigation Disclosed the Marvel of it all.

There has been a "marvelous sale" of motorcycles going on in Warren street, New York, that is, an advertisement said it was a marvelous sale. The machines were being sold at from "\$45 up"—\$5 less than the "\$50 up" of the sucker-baiting announcements of the snide "storage companies."

The announcement of anything so marvelous attracted at least one inquirer, of course. At first he was not sure he had come to the right place, for a cigar store utilized the fore part of the floor, and he did not see the crowd of people who usually attend "bargain sales," but a sign reading "Bicycle Department," convinced him that probably this might be the place he was seeking.

"Is this the place where the sale of motorcycles is going on?" he asked of a youth who was industriously unpacking a crate of tires.

The youth beckoned to the dimly-lighted rear and a short, shrewd-looking and hard-faced man came out of the gloom.

"Here's a man what wants to see the motorcycles," said the youth.

The short man waited for the visitor to begin the conversation. In response to a query, he replied that he had motorcycles to sell, after sizing his visitor up from head to feet. On all sides of the store were countless numbers of bicycles and stacks of tires, the former in all stages of decline and the latter of the garden hose type. The short man, evidently the proprietor, led the way back a few paces, where between two rows of bicycles he pointed to three motorcycles and asked the visitor how much he wanted to pay for a motorcycle.

"To tell you the truth, I do not know much about motorcycles, but I am willing to pay anything reasonable, if I am sure I am getting my money's worth."

"Here's an Indian, \$115; a Rambler, \$100, and a Columbia, \$75."

The visitor turned his attention to the Indian. It was a 1904 model, much the worse for wear and looked as if it had been ridden in a score of endurance contests.

"A last year's machine," ventured the proprietor, but he failed to notice the visitor's smile.

The Rambler and the Columbia were even more dilapidated.

"I have just come from the Blank Company's place," naming a so-called and notorious storage company, "and they do not seem to have any better selection than you. By the way, do you know anything about this concern? Are they reliable?"

The proprietor did not seem to hear, so the visitor again propounded the question. A long silence ensued, disturbed only by the sound of the youth's hammer. A third time was the question asked, and finally it was answered and by a curt and non-committal "I don't know."

"I thought you advertised a sale of all kinds of motorcycles from \$45," persisted the visitor, drawing a paper from his pocket.

"Well, we do have but we sell them out as fast as we get them. I sold two Marshes this week for that price. I will get two more Marshes and a Thomas in Monday morning, if you want to look at them. How much will they be? The Marshes will be \$50 and the Thomas \$55."

"Let's see, let's see," mused the visitor. "The Thomas is a good machine, isn't it?"

"Yes; it's too bad they stopped making them," replied the proprietor.

"What?" gasped the astonished visitor. "The Thomas is not made any more?"

"No, and hasn't been for three or four years."

"I will bet you anything you are wrong, dead wrong. I have a friend that made a trip to California last year on a motorcycle, and I am sure he rode a new model Thomas."

"You're twisted then, isn't he?" This last appeal to the youth with the hammer.

"Sure, sure, the Thomas ain't made no more."

"I'll back up my assertion with good money," said the visitor.

"How much'll you bet?"

"I will bet you the first hundred dollar bill from this roll," drawing out a roll of greenbacks, disguised by a single yellow wrapper, against five dollars."

The proprietor's ferret-like eyes glistened with unmistakable delight.

"Maybe you're right, maybe you're right. I am not really sure."

"I'll tell you who I am," suddenly said the visitor. "I am a bicycle racer, and I thought if I could pick up a motorcycle cheap I would enjoy the change. If I come Monday will you give me a demonstration?"

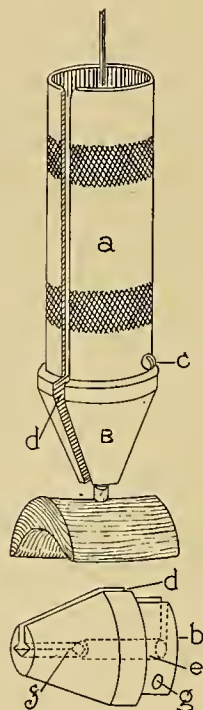
"Oh, we are not allowed to keep any gasoline in the store. He will take it out in the street and show you how it will run. How about a guarantee? If you see it running, ain't that guarantee enough?"

"Well, I will be in Monday."

HOME-MADE NIPPLE GRIP

Effective Little Device Available to and Repairer—How to Make it.

None of the hand tools which are to be found about the shop and which are used by the mechanic in his every-day work, come quite so near to his heart, or are guarded with more jealous care than those which he has contrived for himself. Of these some are often sundry special forms of commonplace implements which he has modified in accordance with the special de-



mands of his particular work, while others fulfil new uses which has conceived, and for which nothing else seems to be adequate. Gradually, and little by little, every mechanic in this way accumulates a kit of his own which has a distinctiveness characteristic of the man.

A very good example of this is to be seen in a form of nipple grip used in a few shops, which, somehow, despite its great usefulness as a time saver, has never, so far as is known, been introduced to the general market, nor been made except as each man worked out the idea according to his own fancy. Produced in this fashion, it can be made from the odds and ends to be found in any repair shop, requiring for material only a short length of old tubing and a few lengths of machine steel or "cold rolled," such as are to be picked up in the scrap box at any time. The labor involved in making it is comparatively slight.

As will be seen from the illustration, it consists of a grip or wrench portion b, which is removably attached to the handle a, the latter being a piece of tubing about one

inch in diameter and cut to convenient length, just a little greater than the breadth of the hand of the user, in fact. The wrench part is a short block of solid metal turned to a taper at one end, for ease in working close to the rim, and at the other, shouldered to the internal diameter of the tube, so that it will easily slide into it. Once there, it is held in place by a set screw c, which is tapped into it at g, the hole in the handle or shell being drilled to its outside diameter with a little clearance. A 3/16-inch hole is drilled through the centre of the block to within about a quarter of an inch of the tapered end. And from this point the hole is drilled out to a diameter equal to that of the flats of the nipple which the grip is to fit. Afterward, with a small file, this hole is shaped out to the required form, square, or round and flat, as the case may be, and by trial on a standard nipple, it is worked out to an easy fit. The two parts are then assembled and a slot cut through one side for the entire length of the tool, two cuts with the hack saw taken perfectly parallel being sufficient to form a slot of, say, 1/8-inch, which is sufficient to admit the spoke.

In use, the grip is held in the palm of the hand with the fingers turned so as to leave the slot exposed, and it is then slipped over the spoke well away from the rim, and brought down over the nipple. By placing the wheel at right angles to the body and working on the spokes nearest at hand, the lack of its use is quickly and naturally acquired, and very rapid and accurate work soon produced. In turning the nipples, the grip is drawn toward the rim, thereby holding it firmly in place, and the position of the entire hand on the tool gives an ease of control which is not to be found at any time with the ordinary small grip of the wrench type.

Two or three wrench blocks will be required for the various types and sizes of nipple which are standard, but as the different types in everyday use by the repairman are comparatively limited, the set will soon be made up to all ordinary requirements. The change from one to another is readily made by loosening the set-screw and transferring from the one in hand to another of the proper size. Preferably, these blocks are made of steel and hardened, after being shaped up, so that the faces of the wrench end will not wear away and cause the tool to slip, but this is rather a refinement than a necessity.

Another refinement which conduces to considerable comfort in use, consists in roughening the outer surface of the handle with a knurling tool. This can readily be done before the slot has been cut, by slipping the tubing over an arbor which need not be more than a good hand-tight fit for it, and setting it up in a lathe. The operation takes but a few minutes, the knurling tool being run back and forth a couple of times, and the result, besides improving the efficiency of the tool, greatly helps its appearance.

CHOICE OF SPARK PLUGS

Advantages and Failings of Porcelain and of Mica—Experience Best Guide.

Some motors are simply death on spark plugs while others will run continuously for such a length of time without any necessity of ever looking at this essential element of the motor that it might as well be an integral part of the cylinder, there is so little occasion for disturbing it. This is the case to such an extent that there are certain makes of machines that have achieved a reputation for literally "chewing" up plugs. The motorcyclist who knows the ropes makes straight for the plug, whatever the symptoms may be, and more often than not finds what he is looking for—a badly broken porcelain. One American motor bicycle of former days had a particularly evil name in this respect. The end of the plug stuck up in such a position that it was fully exposed to the draught made by the machine when running—clearly an ideal combination of adverse circumstances, for with its inner end almost incandescent the outer portion would be constantly cooled. The machine could hardly claim silence as one of its prominent attributes and if the blow delivered on the inner end of the plug by the explosion was half as sharp and sudden as the barking of the exhaust would seem to indicate it is certainly a marvel that plugs ever lasted at all in that cylinder. They did, of course, but the day of reckoning was ever at hand and a failure to respond to the demands made upon the engine particularly in taking small inclines on the high, was a certain indication that it was time to see whether the "spares" had inadvertently been left behind or not as is only too often the case.

Such a combination of circumstances, of the plug stuck up in such a position that clearly an ideal when it occurs a few miles from nowhere in particular and with no alternative but to walk to the nearest settlement on the meagre chance of finding what is wanted, is more than sufficient to make the average human being forget religion and morals. And an engine that is given to breaking plugs frequently, also has a habit of holding them fast when it is desired to extract the worthless remains and make ready for a new one. Next to not having the necessary replacement comes the inability to use it; there are few things more exasperating.

With a motorcycle that earns itself a reputation as a "plugger," it shortly becomes a question of seeking relief and this is first looked for in the shape of new makes and grades of plugs. The fault may be attributed to cheap plugs in its early stages, but when different and higher priced ones bring no improvement the search afield becomes wider. After having investigated in

most of the various patented plugs that are guaranteed to last forever and always produce a "fat, hot spark," the troubled one reaches the point to which many an experienced motorcyclist has come before him.

The question resolves itself into two simple elements—porcelain or mica? As all girls are pretty, so all plugs are good, but some are better than others. There is so little difference in spark plug construction in general that the inexperienced cannot tell one make from another, for the essential elements of every plug are the same and what is more, the great majority of them are put together in much the same manner. Consequently, if the troubled one is not given to bargain hunting and pays the regular market price for a good plug, he stands every chance of getting one. If he asks the advice of his friends he may be told to buy as many different makes as there are plugs and after listening to it all he will end up in buying the one the salesman recommends.

But soon experience will guide him and after having run the gamut of the different systems it will be merely a question of a mica or a porcelain insulated plug, the quality of both being conceded to be equal. Like everything else, both have their advantages and disadvantages. Porcelain represents the insulating medium par excellence; there is nothing "just as good" as porcelain for this purpose; nothing that will take its place under all conditions. Unfortunately it lacks that greatest of all essentials—durability. Its life is extremely uncertain, depending as already referred to on the particular habit of the motor of which it forms a part. It may last a season's running and on the other hand, a day, or even a few hours' steady running may see the end of it. On the whole, unless the engine is a "plugger" the porcelain plug renders about as satisfactory service as is obtainable—provided the tool kit always contains a generous provision of "spares."

Under certain conditions, mica is as impervious to the attacks of the high tension current as its rival, porcelain, but sad to relate, its "just as good as" qualification has the inevitable string to it. As long as oil and water are kept away from it, the mica plug will serve admirably and the cyclist may rest assured that he will not be held up on the road on account of a broken plug. Despite the fact that the laminations of mica are scarcely of a hair's thickness and are put together under tremendous pressure, moisture and oil will sooner or later work their way into the apparently solid and impervious rod of mica. Trouble ensues when the process has gone far enough and when it does come it is of a nature that brings the balance of advantage versus disadvantage in comparison with the porcelain type about on a level. For the trouble is short circuiting and the fact that it is hidden from either sight or sound makes it more or less puzzling to locate. Many short circuits make their presence known by the jumping of

the high tension current across the gap that it is bridging instead of reaching the plug. In the dark they can sometimes be seen and in the daytime tracing them becomes easy when the gap is sufficiently large to cause the spark to make a crackling sound in bridging it.

The mica plug does neither and unless it be suspected as the cause of the defection, much time and trouble may be wasted in looking over the remainder of the ignition system to locate it. It is unfortunate that a code of rules cannot be formulated for tracing breakdowns in which each item would read: "In case of trouble"—in the ignition say—"always" not simply 'look'—'always look' at the plug," or, for failure of the gas "always look at the spray nozzle of the carburetter." Some writers do employ such expressions in dealing with methods of trouble hunting, but those who follow such directions soon learn to qualify them by other adjectives of time, for no one thing is "always" at the root of the matter. Consequently the mica plug is sometimes responsible when it is not suspected and on other occasions the contrary is the case and the one whose getting there depends on locating the fault feels aggrieved because the plug is not to blame, particularly when he has spares with him.

It is easy to sum up the situation where the plug is concerned. The construction of this essential has hardly varied a jot since it was first invented. Improvements galore have been made, of course, but there is scarcely a single instance extant, so far as known, in which fundamental principles have been departed from. The plug end to be screwed into the cylinder forming the ground return; an insulating core and through its center a conductor ending in close proximity to some part of the body of the plug—these are its essential elements and nine-tenths of all the plugs on the market embody them substantially in the same manner. Experience may result in the creation of a preference for a certain type, but in the end it will simmer down to a matter of mica or porcelain; for a cool, easy-running engine, the latter will have the preference; where these conditions do not obtain mica becomes a necessity.

To Temper Hardened Tools.

A tempering bath for hardened tools which have been heated sufficiently to lose their virtue, and which also should serve to advantage in restoring the quality of such other hard pieces as ball races and other cycle parts which have been similarly unfortunate, is recommended by an exchange, as follows:

"Take 10 gallons of soft water, $\frac{1}{2}$ box concentrated lye, 2 tablespoonfuls fine salt, 2 tablespoonfuls sal ammoniac, 2 teaspoonfuls sulphide bismuth, 2 tablespoonfuls borax and the juice of three lemons. Heat your dies and taps to a cherry red and plunge in the water."

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"**A National Rider is Proud of his Mount,**" is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 23, 1906.

"I get my most enjoyable money's worth from the *Bicycling World*."—Ralph Derbyshire, Fall River, Mass.

Economy that is Far Reaching.

It is not alone in the matter of operating expenses that the economy of the various types of motorcycle is so impressive. It is when touring far a-field and the need of shipping the machine by boat or train arises and in the other contingent expenses of the tour, that the full truth is brought home. One of the best instances of this sort which have come to light, is seen in the figures quoted from the expense account of the Hastings "junket," reference to which is made in another column.

Traveling by rail from New York to Ormond, the record shows that \$5.90 was paid for freight on the tri-car, while the corresponding cost of shipping an automobile would have amounted to something like \$30.00. Freight to West Palm Beach from Ormond was \$4.61, from which point the crate was shipped ahead to Miami at a cost of 75 cents, while the machine was taken over the road. From Miami to Havana, the machine was taken as passengers' baggage, was not man-

ifested on the ship's papers, and therefore was not subject to the Consul fees, required no crating, and was ready for immediate service on the other side upon the payment of \$3.50 in the form of a bonding fee. The charges asked and paid at the same time for a \$750 runabout, seating two passengers, was \$25.00, with a \$7.00 addenda in Consul fees. A like sum was extracted from the owner upon his return, while the tri-car for the modest sum of \$12.00 was freighted all the way to New York.

But to bring the matter nearer home, it is safe to say that comparatively few New York motorcyclists appreciate the advantage in their ability to cross the Brooklyn Bridge free of toll, while the automobilist is mulcted ten cents for every trip. Similarly, the tourist traversing a toll road, finds his machine coming under the classification adopted a decade or more ago for the bicycle, and since unchanged, despite the vast improvement of the machine and the actual alteration in its status owing to the adoption of mechanical propulsion. It is a bicycle in the eyes of the toll keeper, whether it be a motor bicycle, tandem, motor driven, or even a tri-car. Automobiles, on the other hand, are charged according to their seating capacity, not according to the load which they actually carry, and hence the toll charges incidental to touring with a six or seven passenger car, mount up with astonishing rapidity.

In a similar way nearly all ferries carry motorcycles as cycles, regardless of their carrying capacity or lading, and most frequently at the nominal charge of ten cents, while automobiles are rated according to their seating capacity again, and the motorist is "let down" with the payment of from 25 cents to two or three dollars. This at first blush may not appear to be exorbitant, but when it is considered, first of all, that the charge is repeated endlessly in many cases as the season progresses, and second, that the charge per passenger is from four to five or six times greater in the case of the automobile than in the case of the cycle, the vitality of the principle becomes clearly apparent.

Still another economical phase of the motorcycle in touring, is brought out in the Hastings figures. This relates to the garage charges in the temporary stopping places encountered on the road. Notable in this case, is the fact that Mr. Hastings stayed in Ormond for two weeks, without paying a cent of tribute to the garage keeper, leaving his machine out of doors

always, except when it rained. In Havana, too, the charges were only \$2.50 for an eight days' stay, which, of course, did not include the cost of fuel. The charges for transient storage of automobiles range from \$1 per night to \$2 or more, according to locality and circumstances, with additional charges for washing, cleaning, etc., factors which seldom appear in the motorcycle account.

Thus apart from the advantages to the tourist of lower cost of operation, pure and simple, that is to say, the actual financial outlay required to keep the machine on the road, it is evident that the cycle type of vehicle scores even more strongly in connection with the reduction of the incidentals of the tour, in every way eclipsing the corresponding figures of the automobile.

For the Dustless Road.

It is to be hoped most devoutly that the efforts which are now being put forth in France, in the tarring of the roads, will not be lost on America. For however desirable good roads may be, the increasing use of automobiles is making the essentially dustless road quite as great a necessity as the even surfaced road—the good road of common parlance.

The macadam surface, and all kindred products of scientific highway architecture, though presenting a uniform grade and a refractory surface to traffic, though alike impervious to moisture and frost, yet are open to the objection that continued use pulverizes the outer layer of the roof, forming a fine and penetrating dust. Asphalt, on the other hand, boasting all the advantages of the other genera, also qualifies further by the fact of its absolutely dustless propensities. But asphalt is expensive in the forms most commonly employed and, therefore, the obvious desideratum is to produce some artificial combination of the natural materials of the macadam road, whereby suitable treatment shall serve to produce on its surface a counterfeit asphalt, an artificial cement formation, which shall add to its other virtues that of absolute dustlessness.

This the tarring process of France promises to do better than anything yet tried. It has proved lasting to a satisfactory degree during the five years of its experimental use, it has proved cheap, and in later developments, simple to apply. Therefore, the outcome of its widespread application on the French highways is being eagerly awaited by the entire remainder of the civilized and thinking world.

MOCK COMES TO LIFE AGAIN

Veteran Road Racer Annexes Another Time Prize, but Hintze is First.

Herman Hintze, of the Century Road Club of America, riding with a handicap of fourteen minutes, won the twenty-five mile handicap road race, held on Long Island last Sunday, 17th inst., by the Century Road Club of America.

On account of the threatening weather and a lack of entries, the 50-mile race which the Americas had on the tapis was postponed indefinitely and a twenty-five mile consolation event held instead. The course was from Valley Stream to Seaford and return, the start and finish being at Wests. It was nearly four o'clock when the limit men—15 minutes—including Harry Early, Ben Evesson, Harold Grupe, "Ernie" Grupe and a few more, were waved off. Early, Grupe and Evesson alternated pace for the first two or three miles and were thus enabled to travel along at a good gait. About five miles Evesson slipped in the mud and smashed his front wheel. Within two and one-half miles of the turning point at Seaford, five of the fourteen men had eliminated the handicap of one minute. E. G. Grupe was the first to make the turn at Seaford. The going was rather rough on the out trip as the riders had to plug against a southeast gale, besides ploughing through mud puddles at times.

The first group of seven riders kept well together on the return, and the sprint began just after crossing the railroad, one mile from the finish. E. G. Grupe attempted to run away from the bunch, but Hintze, Berden, Early and Gilpen were "right on the job" and would have none of it. The finish at the tape was almost as close as one could wish, as nearly all the leaders crossed in a bunch, Hintze leading Berden across by inches, while one of West's equine blankets could have comfortably sheltered Hintze, Berden, Grupe, Early and Gilpen. The scorers came very near to missing Hintze. The reason is that this rider has worn himself to almost a skeleton by foolishly piling up mileage and centuries, being entered in the competition, and unless he calls a halt very soon his constitution will not bear up, as outraged nature is not easily appeased.

Charles Mock, the veteran road rider, conclusively showed that he is good for many more kicks of the pedals by winning first time prize from scratch. Mock rode a beautiful race and led A. Demarest, the sturdy plugger from the National Athletic club, across the tape by inches. Owen J. Devine, who is, with the exception of "Sir Walter" Raleigh, of course, the politest member of the National A. C., was one of the men on the honor mark and he finished only three-fifths of a second behind Demarest, in time for third time prize. Ten place and three time prizes, rather a goodly num-

ber for a consolation race, were awarded. The fifty-mile race has been postponed indefinitely. At first July 1 was suggested, but as the Association has a race on the tapis for the Fourth, the other Century club, with characteristic fraternal club spirit, decided not to antagonize the Fourth of July race.

The summary of last Sunday's race follows:

Pos.	Rider.	Club.	Hdep. Min.	Net Time. H.M.S.
1.	Herman Hintze, C. R. C. of A.	14	1:11:15	
2.	Walter Berden, Brower W.	14	1:11:15½	
3.	Harry Early, C. R. C. of A.	15	1:12:15½	
4.	E. G. Grupe, C. R. C. of A.	15	1:12:15½	
5.	R. Gilpen, C. R. C. of A.	14	1:11:15½	
6.	F. J. Harry, Park Circle	14	1:11:16	
7.	F. Rahrwerder, C. R. C. of A.	14	1:13:00	
8.	J. Hanlon, Park Circle	14	1:13:05	
9.	A. Johnson, Park Circle	12	1:12:00	
10.	J. Neimi, Finnish A. C.	08	1:08:30½	

TIME PRIZE WINNERS:

1.	Charles Mock, C. R. C. of A.	scratch	1:07:45
2.	A. Demarest, National A. C.	scratch	1:07:45½
3.	O. J. Devine, National A. C.	scratch	1:07:45½

End of Denver's Troubled Track.

Denver's saucer track is no more. After three attempts to revive the racing game in Colorado, the present owner of the track has decided that Denverites do not care for bicycle racing and gave orders last week that the track be torn up. William Farnsworth purchased the saucer last year, when it was under attachment, and at the solicitation of several racing men, he placed J. A. Payment in charge and held several race meets this year. The attendance at the races apparently was good, but Farnsworth decided that the crowds were not large enough to justify him in running the risk of total loss by letting the track remain standing, as insurance companies refused to write upon it. In view of this and of the fact that the saucer contains several thousand dollars worth of lumber, the present owner gave the order to demolish it.

Newport Motorcyclists Get Together.

More than half the motorcycle riders in and adjoining Newport, R. I., have banded together as the Newport Motorcycle Club. At the organization meeting last week the members appointed a committee to look up suitable club quarters, and elected these officers: Captain, C. Young; lieutenant, M. Brazil; secretary-treasurer, J. R. Chase.

Harper Takes Bloomington Handicap.

Edward Harper, with a half-mile handicap, won the two-mile road race at Bloomington, Ill., Friday night last, 15th inst. The other riders finished as follows: second, Dunn (one mile); third, A. Cowarp (scratch); fourth, Alvis (1 minute); fifth, McGinnity (½-minute); sixth, E. Cowarp (1:00); seventh, W. Ford (½ minute).

Hill's Tour Deferred Twelve Months.

Frank L. Hill, the Stanford University student, who, with his cousin, had laid out a leisurely motorcycle tour from San Francisco to New York, has postponed the journey until next year. The serious illness of his mother compelled him to defer the undertaking.

FIXTURES

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Richmond, Ind.—Bicycle Dealers' Association track meet; open.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4—Dunkirk, N. Y.—Dunkirk Cycle Club's 20-mile handicap road race; open.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 14—Worcester, Mass.—Twenty-five mile handicap road race; open.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

The Dunkirk Cycle Club, of Dunkirk, N. Y., has set July 4 as the date for its annual twenty-mile handicap road race, and it is expected that an entry list of over one hundred riders will be secured. Two bicycles—a National and a Reading Standard—will head the prizes.

FOR F. A. M. ENDURANCE CONTEST

Texas and Minnesota to be Represented—
Details of Contest and Meet Perfected.

For the first time, Texas is to figure in one of the national motorcycling functions—the Federation of American Motorcyclists' annual endurance contest, on July 2 and 3. E. Y. White, of San Antonio, is the Texan who has entered the list. White is an old rider of considerable inventive talent, and it is to chiefly put one of his inventions—a cushion frame—to the test that he will make the journey of more than 2,000 miles in order to line up for the strenuous contest from New York to Rochester. Minnesota also will be represented in the person of George Wagner, of St. Paul, who, however, is not wholly a stranger. He participated in last year's event.

Up to this morning, twenty-one nominations had been made, Ohio being represented by L. J. Mueller, of Cleveland; Massachusetts by S. T. Kellogg, George N. Holden, Bert Barrows and J. B. Derossier, of Springfield, all of whom, strange to say, will ride 1905 Indians. Harold H. Brown, of Boston, is another Massachusetts entrant. B. A. Swenson, of Providence, will uphold the honor of Rhode Island. The last two named will ride $2\frac{1}{4}$ horsepower Indians. Gus Johnson, Reading (R-S), will represent Pennsylvania. New York, very naturally, has the greatest number of entries, among them F. A. Baker, J. I. Brandenburgh, J. A. and William Schleicher, all on R-S's, and H. J. Wehman, J. F. McLaughlin, H. J. Shady and Oscar Goerke, on Curtisses, and H. A. Glieman, Rambler.

As the list does not close until Monday night, and as the rush of entries always comes on the last day, there is no doubt that the contest will be as thoroughly representative as ever it was.

Instead of being started from West Sixtieth street, as in previous years, the word will be given at 4 a. m., on Monday, July 2, at Broadway and 110th street. Competitors are required to deliver their machines before 10 o'clock on Sunday night at 238 West 108th street, which is the New York Motorcycle Club's new address, in order that they may be registered and that numbers and seals may be affixed. Chairman Wehman, who, in addition to arranging most of the details, will also compete in the contest, has appointed checkers and controllers as follows:

Checkers: Peekskill, William Lawson; Hudson, Lisk & Petry; Amsterdam, W. H. Fonda; Utica, Bowen Bros.; Rome, A. S. Noonan; Lyons, Zimmerlin Bros. Controls: Poughkeepsie, E. T. Letzeisen's; Albany, F. W. Anderson; Little Falls, Charles Ross; Syracuse, W. H. Olmsted; Rochester, Rochester Motorcycle Club.

The times will be taken only at the controls, the riders being due—on the 15 miles

an hour schedule—at the several points as follows: First day, Poughkeepsie, 9:13 a. m.; Albany, 2:11 p. m.; Little Falls, 7:16 p. m. Second day—Syracuse, 11:16 a. m.; Rochester, 4:44 p. m. Fifteen minutes' "leeway" on either side of these times will be allowed, and any rider who exceeds by five minutes the fastest time permitted will be disqualified at the first control at which his offense is discovered.

From Rochester comes word that practically everything is in readiness for the meet, July 4 to 6. Dr. C. W. LaSalle, the chairman of the general committee, a hard worker and one full of "ginger," repeats his promise that a "large time" awaits all who attend.

While no particular hotel has been designated as the official stopping place, the Eggleston and the Whitcomb undoubtedly will attract most of the visitors, the former being a favorite meeting place of the Rochester Motorcycle Club. Both hotels are within a block of each other in the heart of the city and all the goings-on will radiate from their immediate vicinity.

San Francisco to Reorganize.

The San Francisco Motorcycle Club has decided to give up their old quarters in the Pioneer building until they get fairly on their feet again, and for a few months they will meet in less expensive quarters. A reorganization meeting is soon to be held and the strength of the club will then be determined. The dues will continue at \$1 per month, and 25 cents per month for outside members, that is, those residing outside of San Francisco. The club is solvent and will soon have money in the treasury. During a few weeks after the fire a band of nurses from Los Angeles occupied the rooms of the club, and they played sad havoc with the furniture and ornaments of the club. Two beautiful silk flags, the gift of Secretary Litchfield, and a bushel of choice steins, were missing after their departure. It is said that this "emergency corps enjoyed the excursion to the burned city very much and brought back many souvenirs with them."

Where Cycle Racing Would Pay.

"There is one place in New York, or rather near the city, in which an eight-lap bicycle track would prove a veritable gold mine for the promoters," said an old follower of the game, recently. "I refer to Luna Park, at Coney Island. With the thousands and thousands of people who visit the resort nightly, there is probably five or ten per cent. who would take in bicycle races were they provided. If Thompson & Dundy will build a banked board track at Luna Park, I will be willing to stake my last shirt that, with the increased interest that now is being shown in cycling, they would make barrels of money. Coney Island is much nearer to reach than Vailsburg, and it would cause new riders to take an interest in the game."

TEAM RACE AROUSED THE CROWD

Roys Win a Stirring Race—Fenn and Krebs
Hissed for their Unfair Tactics.

That last Sunday's meet at the Vailsburg board track, 17th inst., was the most varied, most interesting and the most exciting that has been held this season, was the opinion of all who witnessed the races, and that the Roy Wheelmen have the strongest pursuit riding team in the metropolitan district is believed by nearly all who saw Watson J. Kluczek and Charles Jacobs trounce six picked riders from three other clubs.

The day was officially designated as "Bay View Wheelmen's Day." Since Sunday racing at Vailsburg was resumed, the Bay View Wheelmen have been officering the meets, but last Sunday was the first time they have had a finger in the box receipts. It was too bad that the fates seemed to have singled out the big Newark organization for their victim, else their profits must have been larger; as it was, it is doubtful if they more than cleared expenses. Threatened rain kept the attendance down, so that there were not more than 2,000 people on hand to take in the proceedings.

The feature event of the varied program was an unlimited challenge inter-city club pursuit race, the New York Athletic Club and the Roy Wheelmen representing New York, and the Bay View Wheelmen and the National Turn Verein Wheelmen, upholding the honor of Newark. Although some of the very wise "fans" thought the Roys would not stand a chance against the other teams, the outcome was never doubted by those who have watched Kluczek and Jacobs, its representatives, train on the track.

On the toss-up the National Turn Verein won and selected the tape side of the track, with Jacob Magin and Thomas Smith up. On the first turn started George Cameron and Martin Kessler, for the New York A. C.; J. T. Halligan and Charles Anderson took the back stretch for the Bay View Wheelmen and the Roys, represented by Kluczek and Jacobs, started from the last turn. Both Newark teams got away badly and lost ground in the first lap, and to Kluczek and Jacobs fell the honor of mowing the first team down, the National Turn Vereins being overhauled and passed at one and three-quarters miles. Entering into the stretch of $2\frac{1}{2}$ miles, Kessler, of the N. Y. A. C., Cameron having dropped out, passed Halligan. Instead of passing Anderson on the straight when he had the chance, Kessler tacked on behind his wheel until Halligan had recovered and pulled up again, then Anderson dropped out. There was a great deal of misunderstanding about this and the New York A. C. were of the opinion that the Bay Views should have dropped out. The rules of the National Cycling Association are not very clear on the subject, but the referee contended that

the Bay View Wheelmen were not lapped as a team; that had Kessler passed Anderson before Halligan recovered, it would have been different, which is the right view. Kessler rode under a misapprehension, as he could have easily have passed Anderson on the straight in the tenth lap. The Roy team caught and passed the New York A. C. contingent at three miles and Kluczek and Jacobs kept right on and passed the Bay View team just before the tape in the fifteenth lap. Then pandemonium broke loose for the Roys were out en force and could not contain themselves; in fact, the manager of the Roys' track team, who weighs nearly three hundred pounds and who had won enough on the race to, as he expressed it, buy a bicycle strong enough to hold him, jumped up and down so hard that one of the special officers had to warn him not to demolish the track.

An unusual occurrence marked the five-mile handicap for professionals. W. S. Fenn was roundly hissed, as was also "Herr" Krebs. It was not unusual for Krebs to be hissed and he seems to rather enjoy it, but the Bristol man has been hooted at but few times at the Vailsburg course. However, they both well deserved it. The surprise was the entrance of young Marcel Dupuis, of the Roy Wheelmen, in the ranks of money chasers. The handicapper had placed Dupuis out on 350 yards and Al Guery, John King, Appleton and a few other long markers, nearly fell off their wheels when they saw good lap money slipping through their fingers. Dupuis went off his mark like a shot out of a gun and before the first lap was finished had caught Fenn and Krebs, the scratch men. Dupuis corraled five laps when Triebel and King pulled up to Fenn and Krebs. This pair got to monkeying around and refused to set their share of the pace when Ashurst and Menus Bedell set out to overhaul the long markers. Instead, Fenn and Krebs paced the limit men at a clip that was designed to wear out Ashurst and Bedell, and it was only after a long fight that the former was enabled to overhaul them, Menus being compelled to drop out on account of a puncture, at a time when he might have finished inside the money. The long sprint tired Ashurst and he was unable to finish better than fourth, Edward Rupprecht crossing the line first. George Glasson was second; Charles Schlee, third, and Al Guery, fifth. Rupprecht won by inches.

Six riders qualified in the final heat of the half-mile open, and they lined up for the pole as follows: Krebs, Fenn, Ashurst, Menus Bedell, Schlee and Billington. They loafed, as usual, until the bell lap, Schlee leading as they crossed the tape, with Fenn and Krebs close up. On the last turn Billington tried to go by but could not hang on. Krebs came along Fenn at the turn, but as usual, his sprint was not equal to Fenn's and the latter crossed the finish line half a length ahead. Menus Bedell got third and Billington fourth.

There were so many riders that qualified

for the final of the half-mile open amateur, that an extra heat was run for the men who finished third in the trials, three to qualify for the final. Martin Kessler, of the New York A. C., rode a great race and beat out Watson Kluczek, of the Roy Wheelmen, by a scant margin. David Mackay, the popular young Newarker, celebrated his return to the game by getting third.

Although the two-mile handicap was a drawn out affair, it was nevertheless interesting, particularly for the scratch men. George Cameron, Martin Kessler and Jacob Magin were the only honor men to qualify in the heats and they did not get a look-in in the final. Urban McDonald, of the Tiger Wheelmen, came over to Vailsburg with the intention of looking at the races and at the last minute decided to ride in the handicap, borrowing a wheel for the purpose. He won the race by two lengths from Ben Hill, of the Bay View Wheelmen.

Quarter-mile novice—Qualifants: Herman Eberle, Edward Heer, J. Haynes, John Breunig, Willie Weber, D. Saponara, C. Lange, Jack Evens and James Kyle. Final heat won by John Breunig, Yale Cycle Club; second, C. Lange, Irvington; third, Herman Eberle, National Turn Verein Wheelmen. Time, 0:33½.

Quarter-mile open, amateur—Qualifants: Watson J. Kluczek, David Mackay, B. F. Pash, Edward Siefert, H. Sievers, Arthur R. Wilcox, George Cameron, Michael Ferrari, John Peters, Martin Kessler, Adam Beyerman, William Vandendries, Jacob Magin, August Huron, Harry Vandendries, Benjamin Neuschaefer, Charles Jacobs, H. Scott. Final heat won by Martin Kessler, New York A. C.; second, Watson J. Kluczek, Roy Wheelmen; third, David Mackay, Newark; fourth, George Cameron, New York A. C. Time, 0:32.

Half-mile open, professional—First heat won by W. S. Fenn; second, Menus Bedell; third, Teddy Billington. Time, 1:15½. Second heat won by Floyd Krebs; second, Alfred Ashurst; third, Charles Schlee. Time, 1:11½. Final heat won by W. S. Fenn; second, Floyd Krebs; third, Menus Bedell; fourth, Teddy Billington. Time, 1:30.

Two-mile handicap, amateur—Qualifants: Urban McDonald (200 yards), A. R. Wilcox (200 yards), W. Cerney (180 yards), Ben Hill (180 yards), H. Koller (220 yards), David Mackay (30 yards), George Cameron (scratch), Michael Ferrari (30 yards), Walter Raleigh (140 yards), T. Halligan (120 yards), August Huron (30 yards), Martin Kessler (scratch), Harry Vandendries (30 yards), Jacob Magin (scratch), John Breunig (240 yards), Paul E. Bourget (220 yards), Charles Jacobs (20 yards), and John J. Forsythe (90 yards). Final heat won by Urban McDonald, Tiger Wheelmen; second, Ben Hill, Bay View Wheelmen; third, Walter Raleigh, National A. C.; fourth, W. Cerney, Williamsbridge Wheelmen. Time, 2:24.

Five-mile handicap, professional—Won by Edward Rupprecht (120 yards); second, George Glasson (200 yards); third, Charles

Schlee (150 yards); fourth, Alfred Ashurst (40 yards); fifth, Al Guery (325 yards). Time, 11:42¾. Lap prize winners—Marcel Dupuis, 6; Edward Rupprecht, 4; Charles Schlee, 4; John King, 4; Albert Triebel, 1.

Unlimited inter-city club match pursuit race, amateur—Won by Roy Wheelmen (Watson J. Kluczek and Charles Jacobs); second, Bay View Wheelmen (J. T. Halligan and Charles Anderson); third, New York Athletic Club (George Cameron and Martin Kessler); fourth, National Turn Verein Wheelmen (Thomas Smith and Jacob Magin). Distance, 3¼ miles. Time, 8:15.

Rain Marred "League Day" at Boston.

An adjourned meeting of the National Assembly L. A. W. was held at League headquarters, Boston, on Saturday, June 16th, at 10 a. m.

There was no business of special importance transacted, all regular business having been completed at the February session. The meeting was assigned for this day simply as an incident of the annual "League Day" to insure an attendance of the officials. An informal lunch at Copley Square Hotel was partaken of by members of the assembly and others. At the conclusion of the lunch it was raining hard and reluctantly the run to the Reservoir was given up. By invitation of the New York delegation, the officials of the League and their ladies sat down to dinner at the Brunswick Hotel, and by invitation of the Massachusetts delegation the company spent the evening at a "Pop Concert" in Symphony Hall. A few wheelmen braved the storm and rode to the Reservoir. New York, New Jersey, Louisiana, New Hampshire and New Hampshire were represented at the assembly and there were present five ex-presidents of the L. A. W.

MacLean and Walthour Split Even.

Something unexpected always happens at Jack Prince's race meets and the one at the Coliseum, in Atlanta, Ga., on Wednesday night of last week, was no exception, for Hugh MacLean, of Boston, defeated Robert J. Walthour in a five-mile motor-paced race, and in Walthour's home town, too. One feature of Prince's race meets is that he seldom gives out the times.

On the following night Walthour turned the tables on the visitor, defeating him by half a lap in a fifteen-mile race. The time was 23:17. The race was interrupted soon after the start by MacLean's rear tire exploding. The New England rider was bruised and scratched, but he finished the race. The amateur event was won by Norton, with Taylor a close second.

Atlanta's week of racing was brought to a close on Friday night with a three-cornered fifteen-mile race, in five-mile heats. MacLeans' saddle worked loose twice in the first heat and the heat was given to Hall by default. Walthour won the other two heats easily.

THIRST IN NEBRASKA

How it was Responsible for the Tourists' Most Trying Adventure.

My bosom friend, Clarence Darling, and I, left Jackson, Michigan, on May 2, 1904, with the intention of traveling by bicycle through every State in the Union. However vast the undertaking appeared to us on that bright May morning when we left our home city, we succeeded in accomplishing it, and on August 11, 1905, we returned. We had been absent one year and three months, had traveled by bicycle through every State in our glorious Republic, covering 13,407 miles.

Naturally, we had many startling and wonderful adventures, in some of which it was but a step to "the pearly gates." Looking backward, the one that strikes me as being the most serious is that which we facetiously and grandiloquently dubbed, "Across the Rosebud by Steel Horse, and the Evils Therefrom."

We had been traveling for almost seven weeks, through eight different States, Michigan, Indiana, Illinois, Missouri, Wisconsin, Minnesota and the two Dakotas, and, as the bright colors in our sweaters and bicycle stockings were beginning to be seedy and travel-stained, we commenced to feel very much like veterans. It was then in the latter part of the month of June, and we were heading in a southerly direction across the plains of South Dakota for Nebraska. "And was it hot?" you ask. One hundred in the shade. That is, when the shade could be found.

The middle of the afternoon of one of these June days found us at Wheeler. A cluster of rather dilapidated houses, two general stores, and a large frame building which looked like an old barn, but which, we afterward learned, was nothing less than the county court house, this was Wheeler. We found that we were on the bank of the Missouri river and that we should be compelled to use a ferry to cross.

As a strong gale had been blowing all day the river was very choppy, and the ferryman refused point blank to take his craft across until the wind had subsided. The boat was a neat little affair, something like forty feet long, and operated by means of a gasoline engine.

The Missouri at this point is of a dirty yellowish color, with a very swift current. It is over a mile wide, but so deceptive are the distances on water that it looked hardly more than a thousand feet. It is claimed that it is a very treacherous stream, constantly changing its course and forming sand bars in its channel. Here, on each side, it was lined with high bluffs.

We waited from three o'clock in the afternoon until nine in the evening before the ferryman would agree to take us across.

Upon arriving at the other side, the ferryman proceeded to tie up his boat to the

bank, and departed for his home, which was two miles distant. We intended to ride to Bonesteel that night, but got a half mile or so from the river to discover that we each had a puncture in one of our tires. It was too late to repair them that night, and as there was no house in the near vicinity, and the only thing left for us to do was to go back to the boat and sleep on its deck.

We dared not light any matches, as we

of thunder rent the heavens. All his actions had been intensified by two separate flashes of lightning, one just as he had arisen and had looked up so wildly, and the other just as he had disappeared through the doorway. The surroundings were so weird, and his actions so peculiar, that I almost believed that his mind had become unbalanced, and that perhaps I had a maniac on my hands. As a large precaution, I picked up a large hammer which I found



FORDING THE KEYAPAHA RIVER AFTER THE DELIVERANCE.

were afraid that the owner might accidentally see them, nor did we dare to make very much noise. We succeeded in finding a couple of life preservers, which we used as pillows, and, stretching out upon the deck, we were soon lulled to sleep by the elements.

A little past midnight I was awakened by rain falling on my face. I discovered that a terrible storm was about to break upon us. Already large drops of water were falling, vivid flashes of lightning illuminated the heavens, and these were accompanied by peals of thunder which seemed to shake the very foundations of the earth. I shook Darling and shouted: "Get up quickly! There is a terrible storm coming!" He jumped up as if he had been shot, stared wildly and vacantly at the heavens, and made a dash for the deck-house in which the engine was located, disappearing through the doorway just as another peal

on the deck and proceeded stealthily toward the deckhouse, determined to handle my lunatic rather roughly if it became necessary. I passed through the doorway just as a flash of lightning revealed the form of my suspected crazy man stretched at full length on the floor, his snoring audible above the roar of the elements. After much shaking and shouting I succeeded in awakening him only to find that he had no knowledge of his previous actions and did not know how he had reached the deckhouse.

The storm now broke in all its fury, and the rain fell in torrents, completely deluging the deck of the boat. The wind increased until it was almost blowing a hurricane, while the river became a boiling cauldron. The ferryboat tossed like an egg shell, creaking and groaning like a creature in distress. At almost any moment we expected to see the little craft part from her

moorings and go spinning out into the inky blackness. But although the strain was terrific, the big ropes held firmly.

During the storm the rolling of the boat had caused our wheels to fall. Upon examination we found that the top of the can containing our patching cement had become loosened and had fallen off, and all the cement had run out, mixing with the waters of the Missouri. It was now a case of "hike" to Bonesteel, a distance of eleven miles, and we immediately started.

The first part of our task was to ascend a hill, and we covered two miles before we reached its top.

Nine o'clock found us at Bonesteel, foot-sore and weary, having walked the entire distance, and being nearly famished, we made a rush for a restaurant.

This town was a sight. The "tented cities" at Chicago during the World's Fair were nothing to those here. Tents and "prairie schooners" occupied every vacant square foot of space around the town for a mile or more. Carpenters were working as if their life depended upon it in constructing frame buildings to be used as restaurants or lodging houses. Every incoming train was loaded, and dumped its human freight into the already over-crowded town. The air was thick with dust caused by an endless procession of wagons and men on horseback. Whole families came, bringing the necessities for a stay of several weeks. The only business street of the town was crowded with idle men.

All this crush of humanity had been brought here in the hope to "get something for nothing," to be more explicit: the United States Government was to open a part of the Indian Rosebud Reservation for settlement.

It was our intention to travel from Bonesteel across the Rosebud Reservation in order to reach Valentine, Nebraska. By taking this short cut we could save almost a hundred miles, besides avoiding a belt of sand which borders the whole northern portion of Nebraska.

As this Reservation is one of the largest in the United States, an immense tract of land inhabited only by aborigines, we made careful inquiry at Bonesteel whether it would be necessary for us to carry food or water with us, or if we should have any trouble to find the right trail. We were told by several parties, in a positive manner, that we should find the cabins of Indians at intervals of a mile or more along the main trail, where we would have no trouble whatever in procuring food and water. We were to travel what is known as "the old Valentine trail," which was a straight cut going directly to Valentine, one hundred and twenty-five miles across.

From their description we had no fear whatever of losing our way, as this was a main trail, which would be the easiest thing in the world to follow. So we started at 10:30 in the morning, leaving the pandemonium of Bonesteel behind us, to travel in fact, a one hundred and twenty-five mile

stretch on which there was nothing but Indian savages, who talked but very little; where water was scarce; where a net-work of trails covered the country, running to all points of the compass, one being as plain as the other, requiring a person endowed with a superhuman instinct to determine the right one; where all that met the eye was a dreary and desolate expanse of rolling plains thickly covered by a long, tangled, parched grass, search as carefully as one might, a growing tree or bush could not be found; where fences and railroads were not known, and where trails consisted in those three deep-worn ruts with which we had had experience on the plains of North Dakota; but all this we did not then know, nor that while on this Reservation, we were almost to grasp the cold and clammy hand of the grim monster, Death.

For fifteen miles everything went well; there was only one trail and that was very plain, but cabins or human beings of any kind we did not see. We continued to travel until nearly one o'clock, anxiously scanning the country for some indications of a human habitation where we should be able to get food and water. At last, to the right of our trail, we saw an object on the horizon which we thought to be a cabin. We found it six miles distant, and all the way we had to walk and push our bicycles through the long grass.

The cabin was that of an Indian, who, on our approach, greeted us with a good-natured "Howdy?" He had a considerable knowledge of English, and we had no trouble in procuring plenty of water and a supply of maize cake, which was very hard baked and looked very much like our "johnny cake."

We retraced our steps and again traveled on the same trail which we had been following. We had gone but a short distance, when our trail seemed to lose itself in a net-work of others which ran in every direction. We were at a loss to know which one to take, but noticing one which appeared to go in a south-westerly direction, we followed it. Many other trails crossed the one which we were on, some even running parallel for long distances. We had great difficulty in picking our own from this thread-work. Now we would be twisting in almost a direct eastern course, then we would find ourselves going north and west, and on the whole, we began to have some misgivings as to whether we were on the right trail or not.

The sun beat down fiercely upon us, there being no trees nor shelter of any kind where we could be out of reach even for a few minutes of those fiery rays. The temperature must have been something over a hundred degrees, as it was so hot that it was almost beyond endurance, and we were commencing to feel the terrible pangs of thirst.

All that afternoon we continued to travel onward, every minute increasing our sufferings. Eight o'clock that night still found us wheeling mechanically along. We had

not seen any living being, nor habitation of any kind. Our lips were cracked and broken, and from them a drop of blood would occasionally trickle; our throats were parched and swollen, and the vocal organs had become paralyzed. We could not talk, but made strange guttural sounds, and our only thought was an insane desire for water. Still, like machines, we continued to ride. Oh! how we wished that that fiery ball would go out of the heavens and that darkness might partially relieve us of our sufferings.

The physical frame had reached its limit, I swayed in the saddle and fell, while a few hundred feet farther on Darling was overcome, reeled and groaned, and was stretched on the ground, apparently lifeless.

There we lay all night, both in a sort of stupor. No sound disturbed the death-like quietness, except occasionally the howl of a coyote in the distance, which sounded to our benumbed faculties like a cry of greeting from the realms of the dead.

Towards midnight the air became crisp and cool, which revived us, and we at last fell asleep.

When we awoke the sun was shining upon us with the same intensity as on the preceding day. Although we were very weak, we managed to travel all that forenoon, stopping to rest frequently. Finally we became so weak that we could not possibly go any farther. Stacking the wheels, which afforded us a very slight protection from the sun, we resolved to lie down and die, and we prayed that the end might come soon.

All that afternoon we lay there in semi-consciousness. The first perception that we had of anything worldly was of an Indian stooping over us and roughly shaking our tired bodies. Leaving us, and going to his pony, which patiently stood a few feet distant, he took a canteen from the pommel of his saddle, returned, and lifting our heads he poured the liquid down our throats. This revived us somewhat, but still we were too weak to walk, although we tried our best. The Indian, noticing our weakness, lifted Darling up and placed him across his horse, then, turning to me, he said in very good English: "I will be back for you in a few minutes."

It seemed to be hours and hours before he came, but at last I heard the rapid galloping of his approaching horse. He carried me in the same manner. To my tortured mind and body it seemed as if I lay across that horse for a whole day, and that we should never reach our destination. But suddenly my benefactor stopped his steed with a jerk, and, dismounting, lifted me from the pony and carried me into a log cabin. There was Darling sitting propped up in the other corner. The Indian busied himself in preparing some liquid which he bade us drink. It soon produced a feeling of drowsiness and shortly we both fell into a sound sleep.

When we awoke the next morning it was to discover that we were alone in the cabin,

the sun was well up in the heavens, and it must have been nearly ten o'clock. Outside of a soreness around our lips and throat, we felt well, except that we were so hungry that we were almost tempted to eat our shoes. Presently the Indian appeared, and soon set before us a big iron kettle in which there was a sort of stew.

When we finished, the empty kettle told the story; during this operation, our host had silently watched us, and seemed to be much pleased at the size of our appetites. We told him our story in detail, saying that we did not know how we could ever repay him for saving our lives. He said that was nothing, and seemed to want us to forget the important part he had played. He told us that the trail which we had been following was one which was disused and led to no place in particular, that he had been looking for some stray cattle, and seeing a suspicious looking object in the distance, out of curiosity had ridden over to investigate, and we knew the rest. The herbs which he had given us acted as a stimulant and had removed the swelling from the lips and throat. He advised us that it was only seven miles to the Nebraska line, and that there we should find the country somewhat settled.

We tried to make him take a small sum of money, but he would not have it. Seeing our kodak, he asked what that was. We told him that it was a machine to take pictures, over which he was very much amused. Then he asked if we could take a picture of him and his cabin. We told him that he should be "tickled to death." So he posed, and we snapped the kodak. We wanted to see the picture, but we explained to him the process of developing, and that it would be a long time before we could get the picture. We suggested that we mail him one, but his face became very sober, and he emphatically shook his head. But to the remark that maybe he knew someone to whom we could mail it and then he could go and get it, his face brightened, and he said that he knew a "cow puncher" who got his mail at Lone Star, Nebraska, and that we could send it to him.

We afterward learned that our kind Indian friend was a member of a band of "cattle rustlers," i. e., those who make a practice of stealing cattle from the range. The chief of this band was a full-blood Sioux Indian, Canary, by name, and a most wily and daring leader. A heavy reward for the capture of the chief, or any member of his band either dead or alive, was offered. In this section a "cattle rustler" was dealt with summarily and was considered the worst of criminals and outlaws.

An hour or so later found us fording the Keyapaha River, which forms the boundary line. It was with elated feelings that we set our feet upon the sands of Nebraska. We both realized what a narrow escape we had had from dying, and there by the rushing waters of the river, we offered up a thanksgiving for our deliverance.

C. C. MURPHEY.

"LESSONS" AT "\$25 PER"

Motorcyclist in Role of Teacher to a Class of Five—Court Fixes Price.

Down on Long Island there are at least five yokels who have learned that not all motorcyclists relish the playful games of "throwing the hat in his wheel." John MacMulken, of Huntington, was their teacher. Reversing the usual order of things, however, it cost him twenty-five large dollars for the service which he rendered.

McMulken rides an Orient bicycle with a motor as big as a beer keg, in fact, it is one of those that was once used for pacing purposes. About a month since, he was giving it a tryout on the road near Huntington, when he met the five yokels in question. They were in playful mood; indeed, they had been celebrating not wisely but too well. As MacMulken came abreast of them, one of the quintette removed his cap and threw it at the motorcyclists' front wheel. His aim was so good that only a swift swerve served to save the rider from going into the ditch.

It was not the first time the big Scotchman had had the game played on him, and on the instant he resolved that it was time to do some teaching. He dismounted for the purpose. For a few moments the air was filled with blue streaks.

"Ah! Beat it while your shoes are good," was one of the contemptuous retorts made by one of the yokels. Huntington is near enough to New York to be affected by the slang of the city.

At about the same moment, a blow from the rear caused MacMulken's fighting blood to boil over. Although there were five to one, not counting the bad whiskey, he proceeded to teach the countrymen such a lesson as they had never learned before. MacMulken is very handy with his fists, and his teaching resembled a game of ten-pins. He knocked them down as fast as they regained their feet, and there is no telling how long the "instruction" would have continued had not a friend of MacMulken's happened along. He grabbed the human pile-driver from behind and shut off the steam. It required several minutes to calm the storm, but finally both sides went their several ways, the yokels not quite so jovial or so handsome as they had been before they happened to come under the tutorship of MacMulken.

The latter had almost forgotten the affair when several days later he was arrested on a charge of assault and battery. The trial was held on Tuesday last before the local justice of the peace and had it been a trial for murder, it could not have been better attended or consumed more time. Almost an hour was taken in the examination of each of the yokels who contradicted each other and themselves.

"I vas a beaceful man vit no grudge

against nobody. Dis man come up to me and knock me down vitout me saying anyting or doing anyting to him," was the substance of one Swede's testimony, and one and all of his companions swore that they were guiltless of having provoked an assault. They admitted having imbibed various potions of beer and whiskey indiscriminately, but were positive they were not drunk and had done nothing whatever to cause anyone to punish them in such a rude manner. Counsel on both sides made arguments of a length that would have done justice to one of New York's notorious criminal trials, calling upon Heaven and all the saints to witness that their clients were guiltless and that if such villains and perjurers as the other side were permitted to go free they would not be responsible for the consequences. But despite this and voluminous quotations from the scriptures, the five yokels represented five votes and the defendant but one, which he was reputed not to have taken advantage of at the previous election, so the J. P. unfeelingly said "guilty" and "\$25 fine or stand committed one day for each dollar thereof until the same is paid."

Squeaks and their Remedies.

Squeaks, whenever they occur, and whatever their occasion, should invariably be investigated at once, and the cause removed. Sometimes they indicate a serious condition; more often they prove to be trivial ailments, but in any case, they are an annoyance, and offend the sensitive ear of the cyclist.

A squeak in the steering head, which may be due to a loose bearing cone, or even to a dry bearing, more often is caused by excessive wear in the ball races which causes their edges to rub together, thereby taking the load from the balls and placing it on what amounts to a plain bearing of poor proportions. The remedy is simple—grind down the offending surfaces on an emery wheel, or if no wheel is at hand, anneal the parts, file them down to the required depth, and subsequently reharden them.

A squeak in the saddle, generally emanates from the leather, but may be occasioned by the slipping of the turned end of the spring against the stud or bolt which holds it in place. The insertion of a leather washer under the nut or washer, will cure the trouble.

A squeaking chain is an abomination to every dog on the road. Also, it is a sign that the chain needs a thorough cleaning and a good bath in lubricating oil, followed by a gentle application of graphite in conservative doses.

The Superior Cycling Club, of Superior, Wis., is showing signs of activity. It is planned to arrange for a race to be held during the fall and a committee consisting of H. V. Ashleman, M. Tuttle and W. A. Lingham, was appointed to work up interest in the matter.

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

WHERE MOTORCYCLES SCORE

Many Incidental Savings that were Emphasized by the Hastings's Southern Tour.

While the automobile is commonly recognized as rather an expensive luxury, one particular phase of its cost, which commonly fails of recognition by the man in the street, is that incurred when in transit from point to point, either by boat or rail. In the matter of ferriage, for instance, the average car demands a fee of fifty cents or more, while on the other hand, the motor bicycle is either carried free or

and boat, notwithstanding the 800 miles covered on the machine.

Placed in a crate and shipped from New York to Ormond, the first expense for the machine was a freight bill of \$5.90, which it may be noted in passing, compares very favorably with \$30.00, the cost of shipping an automobile. After doing considerable riding about Ormond, it was freighted 300 miles to West Palm Beach, at a cost of \$4.61, and there uncrated, the empty crate being forwarded to Miami for 75 cents. From Miami, which was reached by the highway, it was wheeled on board the steamer for Havana as baggage. Needless to say, this greatly disgusted the owner of

equally ardent automobilist, and the possessor of a motor car for some six years prior to his change of heart. And how it was that he, having grown more and more interested in the motor bicycle, at length placed his allegiance in the tri-car, and at the same time converted his wife, forms an interesting incident, and reveals the guiding hand of chance. As told by Mrs. Hastings, it came about somewhat in this fashion:

"For some time, it had been evident to me that out automobilizing days were fast drawing to a close," she says. "My husband was growing fonder and fonder of 'that stingy thing,' as I came to call the motor bicycle, and less and less ready to go out in the car, especially as it had arrived at a time of life when every trip required a deal of careful preparation. Then, at length, came the crisis, when a friend left his tri-car in our garage, where we had abundant room, with permission for us to try it, if we chose.

"There came a day when we were going out for a ride, and just as we were on the point of starting, something went amiss with the car. What it was, doesn't matter now. It would have required about three hours of hard work to set right the trouble, and I was thoroughly disgusted. Glancing up at my husband, I caught him casting longing eyes on the tri-car, and vigorously shook my head as he began to grin at me, for it was an understood fact that I would have nothing to do with it. However, when he went over to see if it was in working order, I went along too, out of curiosity and by the time he had made up his mind that everything was in good shape, I was trying the seat, and mentally commenting on the fact that it was very 'comfy.'

"As to actually appearing on the street in it, however, that was an affair requiring considerable persuasion on my husband's part, but finally I consented, only on condition that we go fast, so that our neighbors might have little opportunity to see and comment upon us. How far we went that day, or how late it was when we got home again, there is no need to tell. Only the fact remains that sometime during that time we both experienced a whole-souled conversion to the little machine, and that the very next day our order for a tri-car attachment was lodged with the maker, and we were eagerly awaiting the time of its arrival."

Waltham Offenders are Suspended.

Chairman of the F. A. M. Competition Committee Roland Douglass, has suspended all of the riders who competed in the Waltham Motorcycle Club's unsanctioned road race on the 9th inst. All save Guy M. Green were given three months; Green, as a second offender, gets one year, and all have been reported to the N. C. A., the American Automobile Association and the Amateur Athletic Union for suspension, all of them allies of the F. A. M. The Waltham club is under the influence of a man with a grievance and it played "outlaw" because of the fact.



MR. AND MRS. THEODORE K. HASTINGS.

is let off with five or ten cents. Besides this, the contingent expenses of storage and crating, which are bound to appear as incidentals to every trip of any duration, mount up to an extent which is simply appalling in the course of a few days or weeks.

But although it is manifestly unfair to the automobile to attempt to compare it with the motor bicycle in point of these contingent expenses, the tri-car, with its three wheels and greater carrying capacity, furnishes a basis which is at once just and enlightening as to the actual possibilities of reasonable transportation. In this connection, some interesting data were unearthed the other day by Theodore K. Hastings, the well-known New York photographic supply dealer, when glancing over the expense accounts of a vacation trip taken by himself and Mrs. Hastings last January. Briefly, this excursion included a trip to Cuba by way of Ormond, West Palm Beach and Miami, Florida, the greater portion of the journey being taken by rail

a small automobile who had been obliged to pay a freight bill of \$25 plus \$7.00 in Consul fees each way, and who, later, was further disgusted when on the Cuban roads, the tri-car overtook and passed him, leaving him choking with dust and wrath.

Not being manifested on the ship's papers, the owner of the tri-car was relieved of the nuisance of consul fees altogether, but on arrival in Cuba, was obliged to take the machine "in bond," at a brokerage of \$3.50 each way. After having spent eight days in Cuba exploring the vicinity of Havana very thoroughly, the machine was shipped back to New York directly, at a cost of \$12.00. The cost of the entire trip, insofar as the machine was concerned, came to but \$37.36, or \$18.68 per passenger, which, considering the eight hundred miles of road covered, amounts to but 2.35 cents per passenger mile, including not simply the actual operating expenses, but also the cost of shipment from point to point.

Although an enthusiastic motor bicyclist, now, Mr. Hastings was at one time an

EXCITEMENT AT SALT LAKE

Bad Spill and Action of Officials Stir Big Crowd—Results of the Races.

Salt Lake City, June 13.—A mix-up, two spills, a broken collarbone and a badly skinned elbow, marred the finish of the two-mile handicap last night and what promised to be the best race of the season. A crowd which overflowed the saucer's rim and filled the arena inside saw the race though but few who saw the finish were aware that Cyrus L. Hollister, of Springfield, Mass., is now suffering with a broken collarbone as the result of his fall, and Floyd McFarland, who appeared to fall harder than "Si," escaped with a badly skinned funny bone. Saxon Williams was disqualified for causing the fall, but probably will be exonerated.

As the riders began to jockey for the final sprint Williams suddenly jumped and sprinted for home three laps to go. McFarland was right after him with Downing on his rear wheel and Hollister next. On the last turn Williams was riding about two feet above the pole line, with an all-in sprint and was wobbly. "Long Mac" swung up the bank with Williams several feet in front, to make his final sprint for home. Downing was on the outside and as McFarland swung him toward the benches, Downing braced himself for the shock, and as they collided McFarland took a header down the track, Hollister running into him. The shock did not faze Downing for he gave a mighty jump that landed him an easy winner over the fast-tiring Williams.

The other interesting event was an unlimited pursuit race between "America and Australia," Joe Fogler and Walter Bardgett being up for Uncle Sam and Pedlar Palmer and Ernest A. Pye doing the jumping for the Land of the Kangaroo. The race was won by the Australians, but Bardgett and Fogler were not satisfied and immediately challenged the visitors to a return match with a little bet of fifty dollars—real money, too—to make it interesting. The race will probably be run next week. The summaries of all the events follow:

Half-mile open, professional—Qualifants: Floyd McFarland, Joe Fogler, Walter Bardgett, Iver Lawson, Hardy K. Downing, Jack Burris, C. L. Hollister, W. E. Samuelson and Norman C. Hopper. Final heat won by Iver Lawson, Salt Lake City; second, Floyd McFarland, San Jose; third, Hardy K. Downing, San Jose; fourth, Joe Fogler, Brooklyn; fifth, Walter Bardgett, Buffalo. Time, 9:58½.

Half-mile handicap, amateur—Final heat won by A. Nash (100 yards); second, A. L. Bird (95 yards); H. Weiser (60 yards); fourth, A. Crebs (45 yards); fifth, Tommy Morgan (65 yards). Time, 0:55½.

Unlimited pursuit race, professional; Australia vs. America—Won by Australia (Ernest Pye-W. P. Palmer); second, America,

(Joe Fogler-Walter Bardgett). Distance, 2 miles 5 laps 85 yards. Time, 5:38½.

One-mile open, amateur—Qualifants: Holiday, Weiser, Berryessa, Diefenbacher, McLaughlin, Hume, West, Bird and McCormack. Final heat won by Jack Hume; second, Hal McCormack; third, John Berryessa; fourth, Fred West. Time, 2:07¾.

Two-mile handicap, professional—Won by Hardy K. Downing (85 yards); second, Walter Bardgett (90 yards); third, Norman C. Hopper (95 yards); fourth, Jack Burris (140 yards); fifth, W. P. Palmer (110 yards). Time, 3:48¾.

Salt Lake City, June 16.—In the parlance of the track, Joe Fogler, the Brooklynite, was handed a "large, juicy and over-ripe lemon," by the officials at the race meet last night, and their action was the cause of a great deal of censure for apparent discrimination. Since Samuelson has demonstrated this season that he was plainly "Buffaloed" and that he is no better than several other riders, Lawson is looked upon as the local favorite. Just what is the matter with Samuelson is not apparent, but he is riding very poorly and naturally it makes him feel bad to start in a field of seven and finish last.

Last night a record-breaking crowd packed the saucer and it was a good card that the spectators saw. It was not the want of stirring finishes that caused the crowd to yell out "Rotten! Rotten!" for there were plenty of these. It was the lack of fairness on the part of the officials.

The trouble occurred in the final of the one-mile open, professional. Early in the race Samuelson tacked onto McFarland's rear wheel. Lawson was after "Mac's" wheel, but Samuelson beat him. McFarland set a terrific pace, but Samuelson held on. After two laps of fast going, Lawson became anxious and went around Samuelson and took a position back of McFarland. Fogler followed Lawson and between the two Samuelson was crowded down on the pavement. Had the matter ended it might have been overlooked, but the officials disqualified Fogler and at the same time allowed Lawson to take first money. If it was right for Lawson to cut Samuelson down it was right for Fogler, for the Brooklyn boy was simply following Lawson. Both committed the same act, only Lawson did it first. Lawson beat out McFarland in the sprint, Downing got third and Fogler, being disqualified, Palmer came in for fourth. Time, 2:01¾.

Hardy K. Downing defeated Ben Munroe in the five-mile motorpaced race and in the three-quarter mile handicap the riders crossed the tape in the following order: Clark, Lawson, Williams and Munroe. Jack Hume won the pursuit race by unwinding a grandstand sprint that made John Berryessa, the Californian, fade away like a morning glory before a hot summer sun. The summaries:

Three-quarter mile, handicap, professional

—Qualifants: A. J. Clarke (35 yards), Norman C. Hopper (60 yards), Saxon Williams (70 yards), Ben Munroe (80 yards), Worthington L. Mitten (110 yards), Iver Lawson (scratch), Walter Bardgett (45 yards), W. Pedlar Palmer (55 yards), E. Smith (75 yards), Jack Burris (80 yards). Final heat won by A. J. Clarke, Australia; second, Iver Lawson, Salt Lake City; third, Saxon Williams, Salt Lake City; fourth, Ben Munroe, Memphis, Tenn. Time, 1:22.

One-mile open, amateur—Qualifants: Fred West, Hal McCormack, P. Giles, H. Weiser, Jack Hume, F. H. McLaughlin and R. Diefenbacher. Final heat won by Jack Hume, Ogden; second, P. Giles, Salt Lake City; third, Fred West, Salt Lake City; fourth, F. H. McLaughlin, San Jose, Cal. Time, 2:08½.

One-mile open, professional—Qualifants: Floyd McFarland, Iver Lawson, Hardy Downing, W. P. Palmer, W. E. Samuelson, Norman C. Hopper, Joe Fogler and Walter Bardgett. Final heat won by Iver Lawson, Salt Lake City; second, Floyd McFarland, San Jose; third, Hardy K. Downing, San Jose; fourth, W. P. Palmer, Australia; fifth, Norman C. Hopper, Minneapolis. Time, 2:01½.

Unlimited pursuit, amateur—Qualifants: John Berryessa, Fred West, P. Giles, A. L. Bird, Fred Schnell, R. Diefenbacher, Jack Hume and H. Weiser. Final heat won by Jack Hume; second, J. Berryessa; third, Giles; fourth, Fred West; fifth, Weiser. Distance, 2 miles 6½ laps. Time, 6:37.

Five-mile motorpaced professional—Won by Hardy K. Downing, San Jose; second, Ben Munroe, Memphis, Tenn. Time, 7:20.

The Wind-up at Denver.

Denver, Col., June 10.—S. R. Wilcox, of Salt Lake City, won the two-mile lap race at the saucer yesterday afternoon, after a very pretty sprint, beating out J. E. Achorn, of New York City, and Emil Agraz, of Mexico, by inches, in the order named. This race was the feature of the meet. Agraz, Gunn and Hudson each captured four laps, Wilcox got two and Achorn one. Time, 4:19. Wilcox also won the one-mile handicap in 2:03, Agraz finishing second and Achorn third.

E. W. Smith easily won the two ten-mile heats in his motor paced match race against Edward Schwartz. Vic Anderson paced Smith and Boyd was up for Schwartz. In the first heat Smith was four laps ahead when the pistol fired, and in the second he beat Schwartz by ten laps. The time of the first heat was 15:44, and of the second, 16:24.

Anderson made his usual try for the "world's record for motorcycles," but his time, 1:21, was announced as being seven seconds short of that mark. Warneche, with 25 yards, crossed the tape first in the two-mile handicap for amateurs, nailing Allen, with 100 yards, a few feet from the tape. Beard, on scratch, got in third. Time, 4:48.

NO NUMBERS IN NEW JERSEY

Ruling that Required them Declared Contrary to Law—How it Came About.

Under New Jersey's new law—the well remembered Frelinghuysen bill—which goes into effect on July 1st, motorcyclists will not be required to display numbers. It will be news to some of the riders who took the trouble to read the act, to learn that there existed any question on that point.

The law, which so far as concerns the advantages accruing to motorcycles, was influenced so largely by the Federation of American Motorcyclists, plainly states that numbers are required only on automobiles. But when by virtue of his office, Assistant Secretary of State J. R. B. Smith assumed the title and duties of Commissioner of Motor Vehicles, he went behind the law and instructed the several registers to inform motorcyclists that they must carry tags under penalty of arrest. When a rider questioned his decision, he quoted a clause of the old law, which he said had not been repealed by the new one. The matter was then brought to the attention of President Betts, of the F. A. M., who promptly addressed Commissioner Smith, questioning the legality of his ruling and telling him some other things quite pertinent to the case. It took Mr. Smith more than two weeks to make reply, in which he admitted that he was considerably concerned regarding his duty in the matter and undertook to say that it was "clearly the intent of the framer of the law that motorcycles carry numbers." Mr. Smith was very friendly and very cordial in all that he said. So was Mr. Betts in his response, which regretted the Commissioner's doubts concerning his duty, but politely suggested that as his ruling was without legal warrant, it would be well that it be withdrawn. As Mr. Betts had had two conferences with Senator Frelinghuysen, when the law was being framed, he was able to tell Mr. Smith so much about the intent of the law that the Commissioner promptly acknowledged that he had indulged in some presumptions and that the information Mr. Betts conveyed was in the nature of a great light. The president of the F. A. M. also gently intimated that while the display of numbers might prove no great hardship, the F. A. M. did not mean that motorcyclists should be placed at the mercy of any person who desired to resort to technicalities. An injunction was in contemplation.

Commissioner Smith then threw up his hands and advised Mr. Betts that having that day received a communication from Attorney John A. Hardpence, of Trenton, representing "certain motorcyclists," which also questioned his ruling and raised the same point made by the F. A. M., i. e., that the new law wholly superseded the old one, he would submit the matter to the Attorney General for an opinion. The Attorney

General rendered his opinion on Thursday last. It was exactly what was expected—that the old law did wholly revoke the previous act and that, therefore, motorcycles are not required to display numbers.

Despite the opinion, for convenience sake, it ultimately may prove advisable that numbers be carried. The "shoo-fly" inspectors authorized by the law, have it within their power to stop all motorists for inspection of licenses—which must be carried at all times—and unpleasantly frequently hold-ups of unnumbered vehicles are probable in order to discover the unlicensed ones. However, if a rider elects to carry a number, it may be of a size and in position of his own choosing.

In applying for registration, it will be well for the owners of so-called tri-cars to designate them by their proper term, i. e., tricycles. Otherwise the use of the term "car" is apt to subject them to some needless inconvenience and questioning.

Have You Seen this Kinked Columbia?

J. D. Roberts, Jr., 10 King street, Meriden, Conn., is minus a Columbia chainless bicycle, No. 3991, to be exact. It has a kink in the right side of the handle bar and a small indentation in the gear housing. During Meriden's recent centennial celebration, some "unknown" took a fancy to Roberts's bicycle and he has not seen it since. He is so anxious to set eyes on it, that he writes that he will not only give a \$5 bill, but a year's subscription to the *Bicycling World* for information leading to its recovery.

Percy Punctures, Campbell Conquers.

Because Percy Smooth rides a high-powered imported Peugeot motorcycle, he felt in justice bound to give the other starters in the three-mile motorcycle race at Benning track, Washington, D. C., last Saturday, 16th inst., a liberal handicap. He therefore started from scratch, the other riders getting away from the half-mile mark. Smoot picked up a tack so the event really resulted in a scratch race between the handicapped machines. C. C. Campbell, Indian, finished first; M. E. Mangold, Indian, was second and George Beal, on a Crouch, was third. Time, 5:51½.

Bahnsen Runs Away at St. Louis.

Tim Bahnsen, astride an Indian motor bicycle, won the three-mile motorcycle race at the automobile race meet at St. Louis, last Saturday, 16th inst. Seven riders started in the event and it might have been interesting had the Celt slowed down and let the others catch up to him. As it resulted, a half-mile of daylight separated Bahnsen and the next nearest rider at the finish.

Weather permitting, the New York Motorcycle Club will hold a one-pint economy test to-morrow. It will be incident to the usual Sunday run and be open only to club members.

KRAMER WINS GRAND PRIX

American Champion Again Victorious in Rich Race, also in a Minor Event.

Frank L. Kramer has recovered from from what appeared to be his reversal of form. On Sunday last, 17th inst., the following cablegram was received:

"Kramer to-day won the grand prix, covering the distance, one kilometre, in 4 minutes 23½ seconds. He beat Poulain by a quarter of a wheel."

The Grand Prix meet stretched over three days, the Municipal Velodrome at Vincennes being the scene of action. The first day's racing was held on Sunday, June 10. One of the chief events to be decided on that day was the Prix de Charenton, an international handicap at 1,609 metres, a trifle more than three laps. It was run in eight heats, with the first in each and the second in the two fastest heats to qualify for the final. Poulain was the only scratch man to qualify, Vanoni, Hedspeith and Schwab, the Americans, getting shut out. Kramer did not ride in this event. Poulain won the final heat, with Nedela (50 yards), second, and Ingold (30 yards), third. Time, 2:07½.

Another important race to be run on that day was the tandem race. After making a great impression by winning the first semi-final heat, Oscar Schwab and Rettich were defeated in the final heat, Doerflinger, the big Swiss six-day rider, and Dupre, finishing first, with Hourlier and Deschamps second. Rettich and the American were third.

René Pottier won the hour race behind human pace and came within a few yards of breaking his own record of 30 miles 636 yards. At the finish Cornet was 3½ laps behind and Germain third, by 6 laps. The race was for the Consul General's prize—four hundred dollars.

The match race between Frank Kramer and Gabriel Poulain, at Antwerp, on June 11, had a very unsatisfactory ending. Six thousand people had gathered to see the race—best in three heats. Kramer took the lead in the first heat at 200 metres, when the wily Frenchman ran high up on the bank for his famous jump. The increased speed gave him the first heat, he beating Kramer by three-quarters of a length. Kramer won the second heat by half a length. Poulain began the sprint on the back stretch of the last lap, but the American went by the outside. In the final heat Poulain executed a lightning-like jump and had opened a gap of four lengths when his tire exploded and the champion of the world struck the cement just as Kramer reached his pedals. The match was not decided.

Bicycle dealers of Worcester, Mass., are arranging for a twenty-five mile handicap road race on July 14. A long list of prizes will probably attract several out-of-town riders.

A Bee Hive of Industry.

WHEELS TURNING.

FACTORY HUMMING.

We're now working harder than ever—day and night—and filling as rapidly as possible the ever increasing orders for

YALE and SNELL BICYCLES

and the famous

Yale-California Motorcycle

Earthquakes, financial or otherwise, have not affected our production one particle, and our energy and activity is greater than ever.

We are carrying out all our contracts,
and shall continue to do so despite
the statements of an unscrupulous
and malicious competitor.



THE CONSOLIDATED MFG. CO.

TOLEDO, OHIO.

GEAR RATIOS UP AGAIN

Rider Revives the Old Discussion—Sizes of Sprockets also Involved.

Just what constitutes the best combination of gearing and what sized front and rear sprockets should be employed to attain it in order to have the easiest running bicycle for up and down hill work, is a question that springs up anew perennially. It came with the advent of the safety and in all probability it will endure forever. The excuse for reviving it is the inquiry of a cyclist who wishes to know whether the combination should be 22 teeth front and 7 rear, 25 front and 8 rear, 28 front and 9 rear, all of which are equivalent to the same gear—88, or a 40 tooth front sprocket and a 13 tooth rear, which is equivalent to a gear of 86.

Continuing on, he says: "I am now riding a new machine of this year's model with the 28 front and 9 rear combination or 88 gear, and I do not seem to be able to mount grades as fast as I did with my old bicycle which was equipped with a 91 gear, comprising a 26 tooth front and 8 tooth rear sprocket. It seems to me in the use of large front sprockets, the loss of leverage on the cranks is considerable."

At one fell sweep the entire question of gear combinations is brought up for discussion by this query, but as hundreds of cyclists who have worked over the same ground previously have finally had to come to the conclusion that the only alternative was to agree to disagree, as gear ratios were entirely a matter of personal liking, it is hardly necessary to review all that has gone before. Taking up the first part of the inquiry which refers to a choice of combinations all amounting to the same gear ratio, it has been found by experience that a 7 tooth rear sprocket is too small for comfort and is not generally used nowadays. The reason for this will be clear when the mechanism of the chain is taken into consideration. The sidebars of each link must turn in their pivots in order to accommodate themselves to the periphery of the sprocket—the more they must turn as caused by the smallness of the diameter of the rear sprocket, the more friction is generated. Moreover, they must bend suddenly and the greater the angle, the more power will be required to turn them through it, particularly as the chain loses its flexibility through accumulations of dirt in the joints. It will be evident that causing the chain to describe a circle of larger diameter in going round the rear sprocket, will call for less of this bending action and in consequence subject the moving parts of the chain to that much less friction. How much larger the sprocket should be made in order to attain the best result without overstepping the limits of practicability in the other direction, has been a matter that

has been decided differently by different makers.

As to the amount of leverage that is lost by increasing the diameter of the front sprocket, that is something that it would be difficult to demonstrate without the aid of delicate measuring instruments, although it may be calculated theoretically, as the effective leverage is represented by the difference in the radius of the crank and of the sprocket. In actual practice it is hardly likely that the average rider would perceive much difference in the running of two machines which did not differ in any other way than a slight proportional increase in the number of teeth in the front and rear sprockets. Looked at from the theoretical point of view alone, it would



NEW YORK BRANCH 214-216 WEST 47TH ST.

seem that the 28 front and 9 rear combination should be the most effective of those mentioned for the gear in question, i. e., 88.

The inquiry appears to have its foundation in the fact that the cyclist in question does not find himself capable of going over rises with his accustomed speed and has apparently come to the conclusion that the gear combination and nothing else must be at fault. The difference between the gear of the old machine—91, and that of the new mount, 88, would hardly appear sufficient to cause a rider in good form to feel it except on abnormally steep hills or poor roads. Otherwise, it is safe to say, that a rider accustomed to pushing the lower gear and well hardened to hill climbing would find no greater effort necessary in using the higher gear, so that for all practical purposes they may be regarded as equal. Reducing gear to its equivalent, it would mean, in the first instance, that a wheel of 88 inches in diameter was propelled by cranks fixed at its center and in the latter one of 91 inches, or that approximately,

ten inches more ground were being traversed for every stroke of the pedals in the latter case.

It is not at all improbable, however, that the proper solution of the question will be found by dropping all consideration of matters mechanical or theoretical and look to the cyclist himself. He has been riding his old machine steadily for some time until he has become thoroughly accustomed to its every kink and has so fitted himself that he is able to get the very best work out of it with the least effort. If he were to make a change in the adjustments by merely shifting the saddle and handle bars an inch or two forward, up or down, his stride would doubtless be disturbed to an extent that would make pushing the bicycle harder work. This is exactly what happened upon the acquisition of a new machine. His position on it is different, though he may have made the adjustments to conform as closely as possible to the old one. Before making any changes in the gear ratio or size of the sprockets it would be advisable to use the machine for at least a month and at the end of the latter period there would doubtless be no further question as to the difference in efficiency or the superiority of the old mount. If the latter were then reverted to, it would doubtless be found to compare poorly with its successor in running qualities merely on this account.

Scranton Celebrates 25th Anniversary.

For a bicycle club to attain the age where it can celebrate its twenty-fifth anniversary, is an epoch in that organizations' history, for there are few cycling clubs in this country, or any other, for that matter, that have survived two decades and a half. For this reason, members of the Scranton Bicycle Club, of Scranton, Pa., were justly proud on Wednesday evening, 20th inst., when they gathered around the festive board to do honor to and fittingly celebrate the twenty-fifth natal day of the club. Although the Scranton Bicycle Club has drifted into a social organization, it still retains its original title and its traditions and many of the members still ride bicycles, to promote the use of which the club was formed. A pleasing feature of Wednesday's anniversary festivities was the presence of three of the seven original charter members. Of the 273 resident members on the club roster, 192 were present to do justice to the "good things" under which the table groaned.

Scorching is rather an expensive pursuit in far-off Singapore. Recently one Sing Yong was called upon to explain at the local court why he rode his bicycle along Victoria street so rashly as to cause the upsetting of a "ricksha" in which a lady was riding. The unfortunate Sing Yong was fined a sum equivalent to \$62.50, of which \$10 was given the injured lady by way of damage, the balance of \$52.50 being reserved by the court, for the trouble it took to try the case.

THE SPORT IN AUSTRALIA

Too Much Sameness and too Much Questionable Riding—What is Necessary.

Melbourne, April 25.—The racing season in this part of Australia has just ended, the last meeting being the Labor Day celebration, at which four programs were extended over two days; the aggregate attendance at the meet was over 100,000. On the first day, the 21st, the principal event to be decided was the ten-mile scratch race, with Floyd McFarland, Walter Rutt, Henri Mayer and A. J. Clark as the contenders. It was a magnificent contest and resulted in a thrilling victory for the American, with Mayer close up, Clark in third position and Rutt fourth. Time, 22:26½. On the following Monday McFarland started in two races and won the classic so-termed "Eight Hours Wheel Race," which carries with it a prize of \$500. The race was decided by seven trials, three semi-final heats and a final. It is a two-mile handicap. McFarland was placed on the scratch mark and in the final heat and through the efforts of the other back markers he was enabled to overhaul the field at two laps to go. In the bell lap the lanky American simply went past the other riders as if they had been standing still and won as he pleased, being several laps in advance of the nearest rider. The time was 3:59¼. McFarland also started in the five miles scratch but failed to finish for any of the prizes, native Australians teaming to good advantage.

At a preceding meeting—the Druids annual gala—but a week preceding, the racing was particularly good. McFarland fared better than any the other foreign cracks. He won the Fitzroy stakes, a three-mile scratch, in brilliant style, beating out Mayer and Rutt, in this order; time, 6:13. In the one mile handicap McFarland finished first from scratch, Mayer, who was his co-marker, finishing second. A local rider, Best, on 60 yards, was third. Time, 2:01¾. Mayer won the five mile scratch, but in the other events the visitors were outgeneraled by the local riders. These were the

last races that McFarland will be seen in this season as he is sailing for the States on the steamer that will carry this mail. A. J. Clark and E. A. Pye, two of our best men, are accompanying him, and ought to make good, once they become acclimated.

As to the aspect of the sport in this country: Generally speaking, it has not been too well favored by the public. Without a doubt there has been an appalling sameness about the racing in these States for many years; in fact, the programs of today are almost the same as those of twelve or fifteen years ago, race for race. We know nothing of indoor sport, paced racing, long distance work or matches. Our League, as constituted, will not, or can not, launch out into the newer and more up-to-date forms of sport. The executive body is composed of representatives from the various bodies who hold sports meets annually. Cycle racing has been a great standby to them for years; they have made money from it, and now that the interest appears to be waning, they are curtailing the prize money allotted on the plea that they cannot afford more since the attendance is decreasing. They directly blame cycling for all losses they may meet with—they also conduct other sports—and some even go so far as to threaten to withdraw all cycle racing from their programs in the future. The promoters and other people also blame the riders for the diminished interest, on the ground that there has been much questionable riding. To some extent they are right, but they state only half the case. The promoters are as much to blame as the men, inasmuch as their methods of apportioning the prize money is directly the cause of so much peculiar running.

Take the Sydney Thousand, for example. The first prize is \$3,750; the second only \$500, and the third, \$125. In the Austral Wheel race last year the prizes were, respectively, \$2,500, \$500 and \$100. Other promoters follow the lead of their larger brothers and cut up the prize money at their disposal in the same unequal proportions. The result is, that the riders finance with the big prize; they realize well enough that

one man cannot win the race unaided, and as they cannot afford to let one rider have so much money, they cut it up before it is raced for. Consequently the big prize does no good; rather, it works ill on the sport. The presence of a rich prize in a handicap race is an incentive to the riders to pose as indifferent performers until the day of the big event, and then—the trick has been played too often to dwell upon.

To improve the morale of the track, the League will have to reorganize and formulate a scheme by which the riders will be encouraged to improve themselves, and be rewarded accordingly. The better a man shows himself to be the richer the prize he should be eligible to compete for. Almost without exception the promoters represented on the Council at present have no interest whatever in cycling beyond what it will bring to their various bodies in the shape of gate-money. That is where the real trouble lies. They don't care to bother about anything new in the way of racing, because they are not interested in the sport sufficiently. Hence, there is a feeling growing among those connected with cycling that the governing body will have to be reconstructed entirely; and not until this is done can we hope for any improvement. The League must then supervise all programs, before they are submitted to the public, so that the best interests of the sport will be safeguarded.

Swiss Motorcycles Outnumber Cars.

American Consul F. B. Keene, of Geneva, reporting the cycle, automobile and motor boat exposition held there last month, incidentally remarks that in that city there are registered with the cantonal authorities, 321 automobiles, 470 motor bicycles of every description, and 18,000 bicycles, all belonging to residents, which, taken in connection with the annual demand of the government for a hundred or so of machines, indicates a pretty healthy condition of the market in that mountainous little canton.

Speaking of the exhibits at the exposition, Consul Keene says that of the motorcycle representation, none found so much favor as the lightest type of all, the "motosacoché," made in Geneva.

THERE IS SOME EXCUSE FOR THE MANUFACTURER

who supplies other than a Persons saddle on his bicycles. Being unrivalled in the matter of quality, the Persons naturally would cost him more money.

THERE IS NO EXCUSE FOR THE CYCLIST

He can get a Persons by simply and resolutely insisting on having it, and refusing any and all substitutes.

PERSONS MFG. CO.,

= = =

Worcester, Mass.

McFARLAND BEATS LAWSON

"Old War Horse" Turns the Trick at Ogden—Munroe in the Ruck.

Ogden, Utah, June 18.—In spite of the chilly weather that made sitting uncomfortable for the spectators, if not for the riders, nearly two thousand attended the races at the Glenwood saucer, last evening, and before the meet was brought to an end the spectators were thoroughly warmed by enthusiasm.

The feature event of the evening was the five-mile lap race for professionals, which was won by Floyd McFarland. Eighteen needy bicycle riders started in this event and nearly all of them won enough lap money to buy a meal ticket, although Bardgett divided his winnings three ways. One-third went for matinee tickets, part for a meal ticket and the balance for souvenir post cards. By a well timed sprint McFarland beat out Lawson by half a wheel, Joe Fogler and Walter Bardgett finishing close up in this order. The time was fast—11 minutes 25 seconds.

Lawson started from scratch in the first heat of the mile handicap, but was eliminated by a punctured tire, Burris, Williams, Wilcox, Pye and Fogler, qualifying in this order. Samuelson won the second heat, Palmer, Bardgett and Munroe getting in. Saxon Williams won the final heat from 80 yards, beating out Palmer from 10 yards ahead. Bardgett finished third and Wilcox fourth. Time, 1:49. Had the scratch men been placed the world's record would have been broken. The summaries follow:

Half-mile handicap, amateur—Qualifants: Tommy Morgan (75 yards), Fred West (scratch), A. Crebs (35 yards), A. F. Burrows (60 yards), John Berryessa (25 yards), Duke King (50 yards), Jack Hume (scratch), J. Giles (65 yards), and A. L. Bird (75 yards). Final heat won by Tommy Morgan; second, Jack Hume; third, Fred West; fourth, Duke King. Time, 0:56½.

One-mile handicap, professional—Qualifants: Jack Burris (120 yards), Saxon Williams (80 yards), S. H. Wilcox (100 yards), Ernest Pye (35 yards), Joe Fogler (15 yards), W. E. Samuelson (35 yards), W. P. Palmer (90 yards), Walter Bardgett (65 yards), Ben Munroe (120 yards). Final heat won by Saxon Williams, Salt Lake City; second, W. Pedlar Palmer, Australia; third, Walter Bardgett, Buffalo; fourth, S. H. Wilcox, Salt Lake City. Time, 0:56½.

Two-mile open, amateur—Won by Jack Hume; second, Hal McCormack; third, Fred West; fourth, John Berryessa. Time, 4:34.

Five-mile open, professional—Won by Floyd McFarland, San Jose; second, Iver Lawson, Salt Lake City; third, Joe Fogler, Brooklyn; fourth, Walter Bardgett, Buffalo. Time, 11:25. Lap prize winners—W. L. Mitten, 2; Emil Agraz, 7; Ben Munroe, 3; Saxon Williams, 2; J. E. Achorn, 11; W.

E. Samuelson, 5; Hardy K. Downing, 4; Floyd McFarland, 1, and A. J. Clarke, 4.

Collins First in a Three-Cornered Race.

Thrice postponed, the race meet at Revere Beach, Boston, finally was held last Wednesday night, 20th inst., and it was productive of placing in the limelight a new star—young Elmer J. Collins, of Lynn. William Stinson, the Cambridge pace follower, had allowed Collins a handicap of three laps and J. B. Coffey four laps, in a twenty-five-mile paced race. Stinson made a mistake, for although he regained the laps allowed Coffey and several more besides, he found in Collins a sturdy rider, and one too good to handicap. At the finish Stinson had regained only three-quarters of a lap from Collins. The time was 37:19½.

Coffey never was in the race. He lacks the strength for a gruelling race of this length. Collins showed up in surprising manner and were it not for the fact that his motor continually missed fire, he would have beaten Stinson by much more than the handicap allowed him.

The only other event held was the one-mile handicap, which was won by Thomas Connolly, from scratch. Ten riders started in the event and Joseph Baretto, out on the limit, 130 yards, and R. McLaren, 110 yards, made lively going for a while. Connolly came fast from scratch and was picked up by his brother, C. Connolly, and their alternate pacing brought them up to the leaders at the bell. In the sprint that ensued, Connolly nipped J. C. Cullen, 60 yards, at the tape, and C. Connolly, 25 yards, got in third. The summaries:

Twenty-five mile handicap, motorpaced, professional—Won by Elmer J. Collins, Lynn, Mass. (3 laps); second, William Stinson, Cambridge, Mass. (scratch); J. B. Coffey, Boston, Mass. (4 laps). Time, 37:19½.

One-mile handicap, amateur—Won by Thomas Connolly (scratch); second, J. C. Cullen (60 yards); third, C. Connolly (25 yards). Time, 2:03¾.

Kramer Wins in Straight Heats.

Just to prove to Schilling that he can beat him, and that easily, Frank Kramer won all three heats in the 1,000 metre match race at Brussels, on June 10. The match was a three-man affair, Jacquelin being the third rider. Kramer won the first heat with ease, beating Schilling by a length. Jacquelin tried his famous jumping act in the second heat, but it availed him little for Kramer and Schilling both beat him. The third heat resulted in one, two, three—Kramer, Schilling, Jacquelin, after which there was the usual "tour d'honneur et ovations."

James F. Moran finished second in the one-hour motorpaced race at Marseille, on Sunday, June 10. Antonie Dussot, the old six-day rider, finished first with nearly forty miles to his credit. The American was four laps behind the gun. Cornet finished third.

Indians

TRIUMPHANT EVERYWHERE

AT NEW YORK.

In the New York Motorcycle Club's Hill Climbing Contest, May 30th, the Indian repeated its victories of 1904 and 1905.

**Touring Class—Indians 1st and 2nd.
Racing Class—Indians 1st and 2nd.
Slow Climb—Indians 1st and 2nd.**

In each class its victory was won by such substantial margins as to leave no room for question.

AT CHICAGO.

Chicago Motorcycle Club's Racemeet, May 30th.

Indians—Three 1sts,
and an exhibition five miles in 5:07¾.

AT WORCESTER.

Worcester (Mass.) Automobile Club's Hill Climbing Contest, May 23rd.

Indians—1st and 2nd in Motorcycle Class.

AT PRINCETON, N. J.

Princeton University Automobile Club's Hill Climbing Contest, May 25th.

S. L. Crawford on an Indian beats all autos, except one 35 h. p. touring car.

AT BALTIMORE, MD.

Indian, from scratch, wins the five-mile handicap at auto meet at Electric Park, May 30th.

THE INDIAN LEADS

simply because it has earned the right to lead. Its reputation is based on performance, not promise.

Have you ever read that chapter, "Answering an Important Question," in our 1906 catalogue?

HENDEE MFG. CO.,
Springfield, Mass.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, June 30, 1906.

No. 14

BIG MEETING IN PROSPECT

Atlantic City Gathering Promises to Prove Memorable—Arranging the Details.

Indications make it appear highly probable that the meeting of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association, as well as the joint meetings of those two bodies, which will occur in Atlantic City, July 25 and 26, will result in bringing together by far the largest gathering of cycle trade people which the industry has seen in a decade.

J. F. Cox, representing the manufacturers' association and W. J. Surre, representing the accessory association, spent all of last Monday at Atlantic City and obtained an option on practically an entire hotel, and one of those most favorably situated at the seaside resort. Two of the passenger associations have been heard from and have granted the fare of one and a third on the certificate plan which was applied for. A similar response is expected daily from the Trunk Line Association which includes the western railroads. When all the replies are in hand, formal announcement will be made.

Messrs. Cox and Surre, reinforced by R. D. Webster and C. A. Persons, of the Cycle Parts and Accessories Association, met in New York on Wednesday and applied themselves to perfecting the details of the Atlantic City meetings. Mr. Persons has been appointed chairman of the program committee and has already outlined a series of papers to be read by the representatives of each department of the trade. The subjects of these papers are of a nature that cannot well fail to provoke genuine interest and discussion as well as to provide real instruction.

The various manufacturers have tendered individual invitations to the larger jobbers on their books to meet them at Atlantic City and to participate in the meetings and festivities, and it is the responses to these invitations that indicate the largest meeting in a decade.

The Motor and Accessory Manufacturers' Association, which deals with automobile products and which includes in its membership very many of those who make bicycle tires and other cycle necessities, have, to

all intents and purposes, decided to call their mid-summer meeting during the same week in which the bicycle gathering is to be held, in order, of course, that their members who are interested in both industries may kill two birds with one stone.

In this connection it will be well for the automobile trades people to bear in mind that the reduced rates are to be granted in the name of the Cycle Manufacturers' Association and that in order to obtain the benefit thereof, it will be necessary that their certificates be made out accordingly.

Werner's Novel Twin-Cylinder.

An interesting and novel type of twin-cylinder motor is being put out by the makers of the Werner motor bicycle this year, which presents the feature of mounting the cylinders side by side instead of in the usual tandem arrangement. In order to accomplish this, they are placed close together on a common crank case which breaks joints between them. Both cylinders come out to the extreme limits of the case, the driving pulley and the timing gear projecting outwardly on either side, and by virtue of the compact method of design, the affair occupies but little more room than would be required by a single cylinder engine of practically the same power. Both connecting rods are attached to a single long crank pin placed between a pair of heavy flywheels, the latter serving to steady the impulses and produce a very smooth running machine. It is rated at four horsepower.

Indians for Philadelphia Police.

The bids for supplying the Philadelphia Police Department with 24 motor bicycles were opened last week and resulted in the placing of the contract with the Hendee Mfg. Co. The Equipment of each machine will include not only a cyclometer, but a speedometer as well.

One More on Broadway.

The Metropolitan Motorcycle Co., is the style of a new concern which has "opened up" at 2628 Broadway, New York. George Andes, for several years with F. B. Widmayer, is the active man. Despite the title, bicycles also will be handled and repaired.

NOW THE MOTOR TANDEM

Long Looked for Motored Two-Seater in Sight at Last—Lady in Front.

There's an R-S motor tandem "in the works," that is, in the factory of the Reading Standard Cycle Mfg. Co. To be literally correct, it should be stated that the particular tandem has been in use on the road for some two months. It was something of a "state secret," but the number of sore necks that it has caused in and about Reading and the consequent babble has resulted in a partial lifting of the veil.

There are other motor tandems, of course; but the R-S would seem to be the one the public has been waiting for. The others all seat the lady in the rear, which requires that she shall be something of an acrobat in mounting and dismounting and also gives her a glorious view chiefly of "the man ahead." Women acrobats are not numerous and it is extremely doubtful if the few relish such backviews. The Reading Standard people have placed woman where she belongs—in front; their's will be the first drop front tandem. Much more than this, they are not ready to have made known. The machine has been put through its paces in Reading and the rugged country roundabout and Sales Manager Sherman states that it has "gone far beyond our expectations in efficiency and strength." After Superintendent Schaeffer and Mrs. Schaeffer had tried out the new tandem it was purposely placed at the disposal of several comparatively raw couples and the ease with which they handled it and the enthusiasm of the womenfolk have served to add strength to already well-formed convictions.

That there should be a good field for a machine of the sort seems almost beyond doubting. Not merely because of its lessened first cost will it appeal to many couples to whom a three-wheeler or four-wheeler never would appeal. The tandem is a one-track machine—and "one-trackness" is the feature that made the bicycle itself of such universal practicability. As such, the tandem may be used whenever the bicycle may be used and stored wherever the bicycle may be stored, two great advantages.

WHERE THEY WENT

Export Statistics Afford Some Interesting Facts for Study and Deduction.

An improvement over the showing of the month just preceding it is apparent in the report of export statistics for the month of May, but when compared with the same month in the year previous the comparison is not so favorable. This is due in large part to comparatively small losses sustained by the totals of a number of smaller takers of American bicycles as such items as that of the United Kingdom show advances, the latter having risen from \$30,884 in 1905 to \$36,927 in the present year, while British Australasia and Other Asia and Oceania both show the first advances visible in a long while. Other Europe has recovered its usual form after the defection of the month previous by jumping from \$16,211 to \$28,017.

But it is in the column of totals for the eleven months ending with May that more definite evidences of the present status of the export trade are to be looked for. There is so much variance between the several items of the monthly reports from month to month that it is difficult to form an opinion as to whether the result in the aggregate is downward or upward. The results of a longer period show it to be the latter although the recovery is a slow process. For instance, the total to the United Kingdom only shows a nominal increase in that period, and the same is true of others where losses have not occurred. On the other hand, Germany, Italy, the Netherlands, Other Europe and Mexico exhibit increases amounting to from 50 to 300 per cent. The latter are responsible for the increase in the total over that of the year preceding.

The report in detail for May follows:

Exported to:	May 1905.
United Kingdom	\$30,884
Belgium	3,888
France	8,283
Germany	6,074
Italy	1,540
Netherlands	3,048
Other Europe	16,211
British North America	18,779
Central American States and	
British Honduras	258
Mexico	5,296
Cuba	3,225
Other West Indies and Bermuda....	2,150
Argentina	588
Brazil	733
Colombia	120
Venezuela	135
Other South America	1,160
Chinese Empire	684
British East Indies	1,231
Hongkong	226
Japan	53,259
British Australasia	6,430
Philippine Islands	651
Other Asia and Oceania	1,262
British Africa	437
All other Africa	8
Other Countries	
Total	\$166,560

Why She Stays Home.

Possibly one reason why so few women, comparatively speaking, take to cycle touring on the Continent, is because of the great inconvenience incidental to satisfying the police regulations of the different countries. Some idea of the absurdity of these formalities, may be gained from the following incident:

Not very long ago a young English lady cycled across France and Switzerland to stay with friends in a German town. Here she was stopped and told that she must satisfy the police that she was able to ride without danger to herself or others. She was first required to fill up a form giving her age, rank, profession, place of birth, rank and place of birth of her parents, and—greatest absurdity of all—a declaration of her parents' consent to her riding. She then had to pass a practical examination in mounting, riding, and dismounting. After she had satisfied the examiners, she was given a certificate which cost her just \$1.80, and ordered to have two numbered badges affixed to her machine, one behind, one to the handle-bar.

To Clear Damaged Threads.

Clogged or otherwise damaged threads in a part for which there is no tap in the shop may be cleared handily by simply filing out three or five V-shaped slots in the part which is to be screwed into it, the sides of the slots toward which the part is to be turned being vertical, and their depth not greater than that of the thread. By this means the screw itself is transformed into a sort of tap, strong enough to take out dirt, and even to correct a crossed thread unless it is a particularly bad one. The treatment is well adapted to contrary crank hangers.

Eleven Months Ending May:				
1906.	1904.	1905.	May:	1906.
\$36,927	\$246,785	\$205,621	\$206,129	
3,430	51,061	33,699	23,852	
3,653	73,695	44,153	37,161	
3,993	124,555	53,103	78,750	
2,455	51,455	19,241	33,202	
4,111	110,292	38,234	123,810	
28,017	166,084	148,654	232,273	
16,338	110,875	118,244	58,501	
	2,181	2,916	10,482	
	9,789	40,210	80,975	
	4,120	18,480	32,773	34,980
	427	29,774	27,282	19,949
	1,415	10,589	16,172	14,730
	558	11,094	9,902	8,418
	274	1,629	3,465	3,313
		604	461	706
	634	15,540	12,252	10,982
	186	12,393	11,576	6,968
	695	22,662	10,266	4,834
		8,373	2,956	599
	16,644	386,822	256,879	180,538
	7,312	270,585	121,478	87,140
	933	20,816	7,846	5,902
	1,456	18,944	18,564	9,718
	30	11,204	2,347	1,685
	220	7,146	3,045	610
		38	50	
Total	\$145,798	\$1,824,621	\$1,247,771	\$1,276,207

WITH EVERYTHING ADDED

Ran the Price up to Hundred and a Quarter but he Wasn't Buying Bicycles.

"Say," said a dapper looking young fellow who had all the evidences of being "well heeled" to the proprietor of an up-town cycle agency during the dull season, "what's the cost of the highest priced machine you've got?"

"A hundred dollars and it's a beauty. Two speed chainless with coaster brake and cushion frame, any make of tires you want," the dealer made haste to reply.

The young man looked disappointed.

"Can't you add some extras that will make it come higher?" he inquired in a hopeful voice.

"Certainly, we can put on some extra fine wood rims and the best make of racing tires," was the response.

"Got anything else that will raise the ante?"

"Well, we've got a special patented crank that we can throw in for \$5; an elegant saddle for another \$3 extra; put some extra fine polished balls in the bearings for \$2; curve the handle bar any way you want it for another dollar; put on our patented folding mud-guards for \$4; give you a full nickel-plated lamp, pump, bell and cyclo-meter for \$10 extra, or we can silver or gold plate all or any part of the machine for you," replied the dealer with an eye to business, noting for the first time the huge sparkler in the young man's shirt bosom.

"Now, that's something like! Got anything else you can add?"

"Shouldn't wonder, but I can't think of anything more just at present."

"That will be about the acme of perfection, won't it?"

"Yes, and you'll have the finest mount of the road to-day."

"Two hundred dollars will buy such a machine as you describe, won't it?"

"Yes, just about."

"Well, I only wanted to know just to decide a bet. A friend of mine bet the diners with me that I couldn't buy a bicycle nowadays that would cost \$125, even if it was the acme of perfection and had all the extras on it. I don't want to buy one, but I'm glad to find out. Thanks for the information."

Extravagance Begets Extravagance.

"Madam, can't you gimme a nickel?" asked the tramp, with his eye on the brindle pup.

"Why, sir," exclaimed the lady of the house, "I gave you a dime yesterday. What did you do with it?"

"I bought a bicycle, ledly," replied the migratory genius, "but now I needs a nickel t' pay de fambly of a gentleman wot I run over in my keerless ways."

MAKING MIXTURE RIGHT

What the Jet Type Carburetter has done to Aid in Accomplishing this.

In the earlier days of the motor bicycle, the rider's greatest trouble with the handling of the mount lay in the adjustment of the carburetter, which at that time, almost universally was of the surface type. In these devices, the combustible gas was obtained by a simple process of vaporization, the gasoline being exposed to the air on some form of wick or screen, and being taken up by it in the form of vapor, diluted with the air according to the relative position of the air valve. As a result of this arrangement, the quality of the mixture varied exceedingly, according to temperature and humidity, the running of the motor being very sensitive to the adjustment, and frequent alterations becoming necessary as the conditions varied during a run. But even beyond this, the mixture required on starting, and for running at various speeds varied in proportion, so that the adjustment which gave satisfactory results under ordinary running conditions, would fail to start with, and vice versa. Hence the rider had to learn by experience how to adjust the inlet, and to watch it with a degree of fidelity and sagacity which now is wholly unknown.

One thing the surface type of carburetter had in its favor, however, which is lacking in the jet types of the present day. By its very nature, dealing solely with the vapor of the fuel, and not with the fuel itself, as it were, far less account had to be taken of the condition and relative purity of the latter than now. For the presence of a small percentage of water or dirt in the tank, then, simply involved the generation of a little less gas per unit of fuel drawn, while in the float feed types in common use, even a very slight amount of impurity serves to clog the opening to the jet and cut out the very essential component of the mixture, even if for only an instant, yet sufficiently long to interfere with the action of the engine. And in this one failing, lies the chiefest objection to the type. Otherwise, it seems to fulfill all that is required of it in a way which is beyond criticism.

It was the matter of mixture adjustment more than anything else which led to the final adoption of the jet type in preference to the old form. Theoretically, the mixture is fed through a jet to a mixing chamber, the rate of flow being proportioned to the need of the engine, since it is dependent for its very existence upon the suction of the piston, which in turn, varies with the speed of the engine. If the air of dilution be drawn from a jacket surrounding the exhaust, or from some other heated locality, it is evident that its temperature and humidity will remain practically constant through

all weather conditions. Hence, the jet type would appear to be self-regulating, and wholly satisfactory. And so it is on the fact of the thing, but the interference of certain extraneous conditions never dreamed of until what was practically that state of development had been reached, combine to make it satisfactory in the most strict sense, only at one rate of speed, and within narrow limits outside it.

Briefly, these conditions arise, first of all, from the fact that the motor, instead of requiring a mixture of constant proportions throughout its entire range of action, demands a varying mixture, weaker at high and stronger at low speeds, and second, because the tendency of the plain jet type, unaltered at different speeds, is to yield a richer mixture at high speeds, and to starve the motor when the speed is cut down. Hence, in any type a certain amount of adjustment has to be made, either through altering the amount of air, or throttling the jet in some way, to compensate for this natural tendency. This regulation may be accomplished either mechanically by hand or automatically. And with a proper understanding of the action of the device and the needs of the motor, results may be obtained which are wholly satisfactory.

One thing, however, is essential to the proper working of the jet carburetter. The condition of the jet must be kept perfect at all times. For whatever may be the method and nicety of regulation possible by means of the adjustments, the fact remains that any fluctuation in the flow through the jet, or any disturbance of the quality of the fuel, must result in upsetting the quality of the gas, and interfere with the running of the motor. As to the manner in which such an affection may be caused, it is evident that its occasion can be but one or two things, either a failure in the supply, partial or otherwise, or an alteration in the quality of the fuel. Of the former difficulty, it may be said that aside from the emptying of the tank, it can be caused only by the inadvertent closure of the supply cock, or the clogging of the jet, while of the latter, difficulty may be caused either by the presence of entrained water—an unlikely contingency—or through the mixing with the fuel of some other liquid of practically the same density, but of a different combustible value.

Failure of the fuel supply, granting that the tank is filled and that the cock is not turned off, may be occasioned either through the presence of dirt in the tank or through the action of condensed water in clogging up the minute outlet at the base of the jet through which the fuel must pass. In either case, the remedy is obvious and the preventative also, which is still greater importance. Water in the fuel may exist in a minutely subdivided form, usually only temporary, and in sufficient degree to upset the mixture for the time being. Also, the presence of oil or kerosene may temporarily

make a difference in the performance of the motor, which will be sufficient to be deceiving to the operator. At all events, it cannot cause sudden changes on the road as can dirty or water-logged fuel.

For all these troubles, the obvious preventative and final remedy is cleanliness—cleanliness not simply of the parts of the carburetter, but also of the receptacles in which it is handled and in the method of handling. And in this connection, good habits as to the care of funnels and tins, and a never-failing custom of straining every drop of fuel which goes into the tank will work wonders in the results on the road. Thus, in this instance, cleanliness is not simply a virtue, but a power—the power of the wonderful little engine.

Climbing Hills in the Dark.

Why it is so much easier to climb grades at night on a bicycle than it is in daylight? is a question that has recurred at least once a year for so many years that it may well be termed a hardy annual. Is it any easier to climb a hill after dark than during the day? may serve to put the matter on a somewhat more definite basis.

Most riders who have had any experience will usually answer in the affirmative without hesitation, though when it comes down to every-day, common-sense facts, they can ascribe no possible reason why a grade should be more easily overcome in the dark than in daylight. The rise becomes not a whit the less steep, nor does pushing up it become less onerous merely because the sun has gone down, unless there is a hot afternoon under consideration in one case and a cool evening in the other. After all the arguments pro and con have been thrashed out and the hundred and one fanciful reasons put forward by imaginative guessers have been cast aside, the matter may be summed up as but an illustration of the old saw, "What the eye does not see the heart does not grieve about."

In the daytime the rider knows when he is coming to a hill, just when he reaches the foot of it and is keenly conscious of the fact that he is riding up hill every moment of the time he is engaged in conquering that grade. In the darkness he strikes the rise without knowing it and usually gets up some distance before enforced slowing down brings with it a realization of the fact that the grade is against him. With a little extra effort the top appears to be gained in what seems to be a marvellously short time compared with its ascent in daylight. It is simply a matter of noting progress in the latter case; the rider's eye and attention are fixed on the top of the hill. The goal is always in his mind and that makes gaining it that much harder. At night he cannot see more than a few feet ahead; he does not know where the hill begins and cannot see the top. Consequently, his entire attention is concentrated on pushing the pedals and he comes to the top before he realizes it.

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To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, JUNE 30, 1906.

The Clothing Question.

Every year about this time, as sure as little peaches grow red in June, the cyclist in search of new and presentable "togs" finds himself face to face with a condition which is nothing short of surprising. For search as diligently and persistently as he may, he is strongly put to it to discover a place where is to be had really suitable clothing which is at once good and fitted to the needs of cycling. Flighty and baggy equestrian clothing is spread out beneath his gaze by the bland salesman, rough or heavy hunting gear with a suggestion of the back woods about it, one or two sartorial caricatures, reminiscent of bygone days and mail order sales; all these, and possibly a shoddy outfit in hideous pattern besides, are offered for inspection and urged with desperate persuasion on the would-be purchaser, all in vain. He cannot find what he wants.

It is the stranger because really suitable cycling costumes cannot be found at least among the sporting goods dealers. Because there is a constant demand, comparatively small though it may be, for just such goods. This demand is fostered by the faithful who

have ridden for years, and will continue to ride down to the end of history, whether they can buy their cycling clothes ready made, or whether they have to await the pleasure of their tailors in obtaining them. But there are hundreds of other cyclists who either are less particular in having just what is right, or have neither the time nor means to seek it out, who would respond quickly were opportunity offered, and a good choice placed before them. These, and the ever increasing numbers of new riders, would constitute a transient trade of no mean dimensions and in time would contribute regular customers to swell the amount of assured business. Why some enterprising genius does not leap out of the rut and grasp this begging opportunity, is one of the conundrums of the day.

About the Motor Tandem.

The tri-car, so-called, has served to bring women into motorcycling. The drop-front motor tandem should serve to bring many more of them into it, which will be a good thing for motorcycling and for the women, and, almost needless to add, for the men. The lady-front tandem is a type of motor-cycle which the Bicycling World has urged for several years. It is a good sign that it is at last in plain prospect. In most respects a tandem is an ideal, all-around, anywhere, sociable machine, with a delightful "swing." The usually unequal distribution of the work of pedaling robbed it of much of its idealism and made of the machine a "man killer." But with a motor doing all the hard work and little more than a touch of the pedals rendered necessary, there must be thousands who tasted enough of the delights and companionships of the pedal propelled tandem whose interest and desires will be renewed by a similar machine which lacks the old objections.

Rockefeller and a Moral.

It may not be strictly news, but when John D. Rockefeller announces that bicycle riding is one of the best methods of exercise in the world, that it is good for that tired feeling "in the head," and that the pushing out of the legs serves to drive the blood into every little nook and cranny in the body and away from the head, the statement is likely to meet with respectful approbation, and to be met on all sides with an affirmative nod. Even the announcement might have a more stimulating effect on the masses than it would had it been made

by one whose only occupation lay in the giving of just such advice and who also knew from experience that it was so. But, however that may be, it is good to read the words and be certain that for once, there is no taint of commercial interest in them.

For a long time the bicycle has been recommended as good medicine for all sorts of ailments, applicable to all ages and conditions of servitude, and by its very nature, essentially an old man's medicine as well as a little boy. That it has proved so in hundreds of cases, the files of the public press can attest to the point of certainty. That its capacity as a panacea is unassailable is proven by the fact that its value from this standpoint is constantly being boasted after years of trial, that it still is being prescribed by physicians, still used by nervous wrecks and derelicts. Like our country relations, the bicycle came to stay—and it has stayed. Like the breakfast foods, it bounded into extraordinary prominence on the wings of enthusiastic popular advertising. And now that the exaggerated flight of the campaign has been curtailed, it has settled down, like overshoes in winter and straw hats in summer, into a staple requirement—for health, for pleasure, for business.

The Return of Womankind.

One of the most hopeful signs of the revival of cycling activity is seen not simply in the increasing numbers of bicycles to be encountered on the road, but also in the growing numbers of women who have returned to the pastime this season. This fact is perfectly apparent to all, and is the occasion of not a little comment from the general public.

Our own conviction came last Sunday, when in the upper part of New York, we saw more women cyclists by far than we have seen at any one time during the last five years. In corroboration of the observation also, comes statements from several dealers and makers, far and wide, to the effect that they are having more calls for women's bicycles, and women's saddles, than they have had for a long time. What is even more agreeable, they say, is that the demand is increasing.

It has come about, or is coming about, so gradually as almost to escape remark and notice. But the signs are plain and no symptom is more welcome or more encouraging. For it is axiomatic that "where go the women, there the men follow."

PLENTY FOR ALL

Independence Day Unusually Generous to the Wheelmen from Ocean to Ocean.

Bicycle riders throughout the country should feel pretty well satisfied when the Fourth of July shall have passed, for not in many years has there been such a plentitude of bicycle racing on the calendar for any one day than is scheduled for July 4, 1906.

Of course, there will be a meet at the Vailsburg board track on Wednesday and the feature will be an inter-club relay race at two miles, in which the New York Athletic Club, the Roy Wheelmen, the Century Road Club Association, the National Turn Verein Wheelmen, the Bay View Wheelmen and the Edgecombe Wheelmen will contest for the supremacy. Five riders will represent each organization and the club winning will receive a silver loving cup. In addition to this feature there will be three other events for amateurs—a miss-and-out, a half-mile handicap, and the usual quarter-mile novice. The new professionals will have a chance to test their sprinting prowess in a two-mile handicap and a half-mile open, the latter from a flying start. In view of the numerous other events on the tapis for the Fourth, pickings ought to be comparatively easy at Vailsburg.

To make the road riders happy the Century Road Club Association has provided for a twenty-five mile handicap road race, which it has styled the "Long Island Derby." It will start and finish at Valley Stream, L. I., and the limit men will be pushed off at 10 a. m. sharp. Enough prizes have been provided to satisfy all who finish. The list of twenty place prizes is headed by a Reading Standard racing bicycle and the second prize will be a solid gold medal. For the time prize winners a gold watch, scarf pin, pair Palmer tires, a racing suit and a two-speed coaster brake have been offered.

It is quite likely that there will be a track meet at the Revere Beach saucer, at Boston, although Walthour is booked to ride at Atlanta, Ga. At the latter place a good card has been made up, including motor-paced races and sprint races for the championship of Georgia.

At Dunkirk, N. Y., the Dunkirk Cycle Club will celebrate the Fourth by holding its annual twenty-mile handicap road race, open. Judging by the preliminary list of prizes every rider that finishes will carry home a prize.

The recently organized Central Y. M. C. A. Wheelmen, of Albany, N. Y., have arranged for two races to take place on a dirt track there. Both are open and one is a mile open for bicyclists and the other a two mile open for motorcyclists.

At New Brunswick, N. J., a varied card has been provided by the Reading Standard Wheelmen, in connection with an automobile race meet. The chief event will be a half-mile open for the championship of New

Jersey, open only to Jerseymen. A ten-mile open with lap prizes, with a \$50 bicycle for first, a two-mile handicap, a quarter-mile novice and a five-mile open motorcycle constituted the other races.

Something decidedly novel, that is, novel at this day, is to be attempted by the Hicksville Athletic Club, at Hicksville, L. I. It is a half-hour team race. The other bicycle events are a quarter-mile and a one-mile, both handicaps and open to all amateurs.

Motorcyclists will be well provided for at Rochester, N. Y., where the Federation of American Motorcyclists' annual meet will be in progress all week.

Although not so many races will be held in the West as in the East, the assortment covers all sections of the country. At Richmond, Ind., the Bicycle Dealers' Association will hold a track meet and the Milwaukee Motorcycle Club has advertised a motorcycle meet on the local track. Salt Lake City will have a track meet and the Bay City Wheelmen will run an open road race from Los Angeles to Santa Monica, Cal.

Langer Wins Edgecombe Handicap.

John Langer, riding with a handicap of five minutes, won the fifteen-mile handicap road race of the Edgecombe Wheelmen, of New York, last Sunday, 23d inst. Langer's time for the distance was 44 minutes 52 seconds. The race was held on Hoffman boulevard, at Jamaica, L. I., the start and finish being at Appers.

One of the features was the number of club riders that entered the event which, of course, was for members only, twenty-four men and boys facing the starter. Another feature was the riding of Otto Brandes, one of the scratch men. Beside winning first time prize, Brandes finished in third place. His actual time for fifteen miles was 40 minutes 28 seconds.

Quite a delegation of cyclists watched the fight over the five-mile course, the new Harlem Wheelmen and the Tiger Wheelmen attending in a body. The summary:

Pos.	Rider.	Hdcp. Min.	Time M. S.
1.	John Langer.....	5	44:52
2.	Albert Anderson	5	44:53
3.	Otto C. Brandes	scratch	40:28
4.	Reese Hughes	1	41:28½
5.	Frank Lane	scratch	40:39
6.	Chris Kind	2	43:40
7.	Samuel Morrison.....	1	43:22½
8.	Tony Bizzarri	1	43:46
9.	John King	scratch	44:14

Moran Comes Home to Meet Defeat.

James F. Moran, the Chelsea, Mass., pace follower, disgusted at his unsuccessful attempt to carry Europe before him, has returned to America. He rode his first race since his return at Atlanta, Ga., on Tuesday night of this week, with Walthour against him. "Piggy" found the going too hard and Walthour won in two straight five-mile heats.

FIXTURES

June 30-July 3—F. A. M. annual tour, New York to Rochester, N. Y.

July 2-3—F. A. M. annual endurance contest, New York to Rochester, N. Y.

July 4—Richmond, Ind.—Bicycle Dealers' Association track meet; open.

July 4—Los Angeles, Cal.—Bay City Wheelmen's road race to Santa Monica; open.

July 4—Milwaukee, Wisconsin—Milwaukee Motorcycle Club's race meet.

July 4—Atlanta, Ga.—Track meet at Piedmont Park.

July 4—Valley Stream, L. I.—Century Road Club Association's twenty-five mile Long Island derby.

July 4—Dunkirk, N. Y.—Dunkirk Cycle Club's 20-mile handicap road race; open.

July 4-6—Rochester, N. Y.—F. A. M. annual meet and championships.

July 8—Valley Stream, L. I.—Century Road Club of America's ten-mile road race.

July 8—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

July 14—Worcester, Mass.—Twenty-five mile handicap road race; open.

July 22—Valley Stream, L. I.—C. R. C. Association club races.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

Fate of the Fast One.

The racer scorched with all his might,
His head o'er the handles bent;
The brewery wagon hove in sight—
Go ask the winds where the racer went.

WORK AND SPORT

A. M. L. Foregatherers for the Purpose of
Doing Something in both Directions.

Exactly 36 men are due to start from New York at 4 o'clock Monday morning next, July 2d, in the annual motorcycle of American Motorcyclists and which will endurance contest—the fifth—which is being held under the auspices of the Federation be in the nature of a prelude to the annual meet at Rochester, N. Y., July 4, 5 and 6.



A. D. FISK,
President, Rochester Motorcycle Club.

The Texan, E. Y. White, of San Antonio, and the Minnesotain, George Wagner, of St. Paul, are already on the ground and "chafing their bits," as it were.

In last year's contest from New York to Waltham, 250 miles in 16 hours 35 minutes, 43 men started and 34 finished. In 1904—the year of the memorable rides up one side of the Hudson River to Albany and down the other to New York and thence through the bottomless sand of Delaware and Maryland to Cambridge in the latter State, there were 23 starters. In the contest of 1903, 31 men lined up, so that the entry list of this year is fully up to the standard and is indeed larger than was expected, the entry fee having been increased and the route being of a very trying nature.

The first day's ride, New York to Little Falls, N. Y., 228.8 miles, will try the mettle of the men and the metal of their machines. The 155 miles to Albany is a constant succession of ups and downs, many of the ups being steep and rough and stony. From Albany to Rochester, there are more hills, if not as many of them, but there is a plentitude of sand and heavy going, that will cause the participants to realize that covering the total distance of 390 miles at an average pace of 15 miles per hour, is truly a contest of endurance. It is a route for "rough riders," and save

the contest of 1904, the most strenuous one ever attempted. Last year's journey of 256 miles from New York to Waltham was over sandpapered roads, comparatively speaking.

The men who are due to start Monday morning next with their mounts, etc., are shown in the appended table:

At Rochester, the Rochester Motorcycle Club will take up the thread and the F. A. M. meet proper will begin. In addition to the annual meeting and election and the festivities, the nature of which is being held in reserve and while will be therefore, a series of surprises to those who attend, these contests will be decided:

Wednesday, July 4th, 2 p. m., on Crittenden Park track:

One mile novice, 3 prizes; for single cylinder machines only.

One mile national championship, 3 medals, gold, silver and bronze.

Ten mile flying start, 3 prizes.

Three mile hang together race, open (contestants to remain within 50 yards of pacemaker until the pacemaker drops out), 3 prizes.

Five mile national championship, 3 medals, gold, silver and bronze.*

One mile flying start, 3 prizes.

Thursday, July 5th, 9 a. m.:

Twenty-four mile handicap road race, over 6 mile course, open; four prizes, including time prize.

Thursday, July 5th, 2 p. m., on Crittenden Park track:

Half mile flying start, 3 prizes.

Three mile handicap, 3 prizes.

Ten mile Rochester handicap; based on piston displacement, 3 prizes.

One-eighth mile slow race, 3 prizes; no

pedaling allowed after start of the race has been made.

One hour national championship; gold, silver and bronze medals.

Friday, July 6th, hill climbing up Dugway Hill:

Free-for-all, two prizes; gold, silver and bronze medals; based on piston displacement.

Touring class, single cylinder; three prizes, gold, silver and silver medals. Limited to regularly catalogued single-cylinder motor bicycles, not over



DR. C. W. LA SALLE,
Chairman, General Committee, F. A. M., Rochester, N. Y.
three horsepower (rated). Two trials to be allowed. Best time to count.

No.	Name.	City.	H. P.	Make.
1.	John F. McLoughlin	New York City	5	Curtiss.
2.	Walter Goerke	Brooklyn, N. Y.	2 1/4	R-S.
3.	Louis J. Mueller	Cleveland, Ohio	2 1/4	Indian.
4.	John A. Schleicher	Mt. Vernon, N. Y.	2 1/4	R-S.
5.	Gus Johnson	Reading, Pa.	2 1/4	R-S.
6.	B. A. Swenson	Providence, R. I.	2 1/4	Indian.
7.	Henry J. Wehman	New York City	5	Curtiss.
8.	William A. Schleicher	Mt. Vernon, N. Y.	2 1/4	R-S.
9.	Stanley T. Kellogg	Springfield, Mass.	1 3/4	Indian.
10.	E. Y. White	San Antonio, Texas	1 3/4	Thor.
11.	William J. Shady	New York City	5	Curtiss.
12.	George Wagner	St. Paul, Minn.	3	Wagner.
14.	Harold H. Brown	Boston, Mass.	2 1/4	Indian.
15.	George N. Holden	Springfield, Mass.	1 3/4	Indian.
16.	J. B. DeRosier	Springfield, Mass.	1 3/4	Indian.
17.	Bert S. Barrows	Springfield, Mass.	1 3/4	Indian.
18.	A. B. Coffman	Toledo, Ohio	2	Yale.
19.	S. J. Chubbuck	Toledo, Ohio	2	Yale.
20.	W. F. Mann	Yonkers, N. Y.	2	Yale.
21.	Edward Buffum	Toledo, Ohio	2	Yale.
22.	J. I. Brandenburg	New York City	2 1/4	R-S.
23.	Fred A. Baker	New York City	2 1/4	R-S.
24.	Engene F. Brooks	Elizabeth, N. J.	1 3/4	Indian.
25.	Henry Jarmie	New Haven, Conn.	2 1/4	R-S.
26.	Edward Brereton	New Haven, Conn.	1 3/4	R-S.
27.	H. A. Gliesman	New York City	1 3/4	Rambler.
28.	E. A. Cavena	Buffalo, N. Y.	3	Thomas.
29.	F. M. Dampman	New York City	1 3/4	Indian.
30.	A. S. Noonan	Rome, N. Y.	2 1/4	R-S.
31.	Benton Fremont	New York City	3	Wagner.
32.	W. H. McElfresh	Brooklyn, N. Y.	3	Wagner.
33.	C. H. Cobb	New York City	3	Wagner.
34.	Wm. E. Deane	Brooklyn, N. Y.	3	Wagner.
35.	E. W. Goodwin	Brooklyn, N. Y.	1 3/4	Indian.
36.	Oscar Hedstrom	Springfield, Mass.	2 1/4	Indian.
37.	A. Damoth	Hammondsport, N. Y.	2 1/2	Curtiss.

The Constellation of Stars at Salt Lake City.



That Salt Lake City, Utah, will be the center of cycle racing this season, is beyond peradventure. Long before the racing season opened Manager John M. Chapman promised that he would have gathered at the Utah saucer the greatest aggregation of sprinters that has collected at any one track since the hey day of the racing game, and a glance at the foregoing photograph will bear out his promise. Included in the twenty-seven riders depicted above are some of the brightest luminaries in the cycle

racing world—and since the picture was taken the colony has been increased by Floyd McFarland, of San José, Cal.; Ernest A. Pye and A. J. Clark, two of the fastest riders Australia ever produced, besides half a dozen of California's fastest amateurs.

Reading from left to right, in the top row, are W. "Pedlar" Palmer, of Australia; Joe Fogler, of Brooklyn; Walter B. Bardgett, of Buffalo; W. Hewitt, of Salt Lake City; William Furman, of Los Angeles, Cal.; Jack Burris, of San José, Cal.; W. E.

Samuelson, J. Gunn and Iver Lawson, of Salt Lake City; Hardy K. Downing, of San José, and Saxon Williams, of Salt Lake City. In the middle row are Hal McCormack, San José; Fred Schnell, Salt Lake City; Rudolf Mayhofer, San José; A. D. Nadel, Albert Crebs, E. Smith, of Salt Lake City; Ben Munroe, Memphis, Tenn., and Cyrus Hollister, Springfield, Mass. Fred McLaughlin is the first in the bottom row and then follow in order, Norman C. Hopper, Minneapolis; C. Richardson, Salt Lake.

How Butler is Gathering Foreign Gold.

Nat Butler, the veteran American pace follower, continues to ride rings around most of the European riders. On Wednesday, June 13th, at Dresden, Butler won the Grand Prix, an hour paced race, which carries with the victory a cash prize of \$1,650. Butler defeated Paul Guignard, Fred Lorgeu and Louis Mettling in this order. Butler had trouble with his motor for the first five miles but after that he simply rode away from Guignard until about four or five minutes from the finish when his front tire blew up and the American took a "header" in the oval. He remounted and finished about three miles to the good. During the hour, Butler covered 49½ miles, breaking the local records.

The elongated Cambridge man followed

up this victory with another at Steglitz on the 16th, when he won the Grand Prix de Steglitz, at 100 kilometres. This race was worth almost as much to him as the one at Dresden. Demke finished second, three miles behind, Guignard was third and Anton Huber fourth. Butler's time for the 62 miles in this race was 1 hour 24 minutes 14 seconds.

That he is well satisfied with his European trip is evidenced by a letter sent to a friend in this country last week. Butler says:

"I am still getting the money and if I continue in the same form until the end of the season, this will be the best year I ever had in the racing game. Winning the Golden Wheel race at Cologne gave me a big boost, and at Berlin in the 100-kilometre

I got the 50-kilometre and hour record, riding over 52 miles without windshields. I received a clipping from one of the Boston papers in which it stated that McLean is the 'world's champion,' and mentioned Walther as the 'great Southern rider,' and that these two riders would ride a series of races for the 'world's championships.' Tell them that the world's championships will this year will be run at Geneva, Switzerland, and not at Revere Beach."

Why he was Fined.

"I understand that Kareful was fined for scorching."

"Scorching nothing! He was fined for crawling along so blame slow that he impeded traffic."

PROS STRIKE, "PURES" FIGHT

Unexpected Occurrences Make Vailsburg Meet Memorable—The Causes of it all.

There were so many features at the Vailsburg board track meet last Sunday, 24th inst., that to enumerate one would be to slight the others. Suffice it to say that six of the professional riders "struck" and refused to ride because the management of the track cut down the purses, a free-for-all fight occurred after the race meet in the training quarters, and three amateur riders made their debut in the professional ranks.

The strike was premeditated and due to the publicity given it by the Newark papers not more than 2,000 people saw the races, thinking there were no professional events, but the professional races were run just the same, and very few missed the riding of Fenn, Rupprecht, Krebs, Ashurst, Menus Bedell and Schlee, the disgruntled riders. Fenn had it announced that he was through with bicycle racing that that he would go into the automobile business in New York City. The cash prize brigade was augmented by three new professionals, J. T. Halligan, Frank Cobb and Tom Phillips, all former Newark amateurs. Each of the entrants made good, getting a share of the prizes.

The free-for-all fight came off after the finish of the five-mile handicap, for amateurs. Urban McDonald, at the turn into the stretch, had a lead and looked like the winner, as he stayed off the attempt of half a dozen other riders to go by him on the back stretch of the bell lap. McDonald claims that just after turning into the straight Jacob Magin deliberately ran him into the grass. McDonald was cut up rather badly, but not enough to not have enough sense to protest to the referee. Many of the spectators were of the opinion that Magin had deliberately fouled McDonald. As soon as Magin saw McDonald going to protest he gathered together a bunch of his cronies and there were threats of "doing" McDonald as soon as he came downstairs. As McDonald had just as many if not ten times more friends than the Newarker, he was well surrounded by a cordon of "pugilists" who escorted him down to training quarters. The principals called each other several names that would not look well in a Sunday-school quarterly. They were separated before they had a chance to hurt each other.

While this fracas was in progress some person, alleged to be Charles Rupprecht, struck Adam Eifler a hard blow on the side of the head with a half brick, inflicting a gash that required several stitches to close. Eifler is one of the family of brothers and had accompanied Frank and Joe Eifler to the races. He was standing quietly beside a training bench when the assault occurred and, in fact, did not know what the trouble was about. It was heard afterward that the

brick was meant for McDonald. The race was given to Joe M. Eifler, of the Century Road Club Association, with Neuschaefer second, Magin third, and George Pauli fourth. Magin probably will be "invited" to take a month's vacation as the result of his part in the affair.

The final heat of the three-quarter mile amateur open was a pretty race, although the announcement of the finishers was not in the order it should have been. In the second heat of the race Fred Schudt, of the Roy Wheelmen, who has been winning all the indoor races in Buffalo for the last two winters, made a sensational runaway and opened a gap of thirty yards. He tired, however, and did not get placed. McDonald led the first lap of the final heat, followed by Cameron and Kluczek, close up and the order was not changed at the bell. McDonald kept to the pole in the last lap and successfully staved off the sprints of Cameron and Kluczek. McDonald got over the tape half a wheel ahead of Cameron, but the judges thought Kessler was ahead of Cameron and gave him that place, Mackay and placed Cameron last.

On account of the new riders, both professional events were interesting, although they did not produce any neck and neck finishes. A quarter-mile is just the right distance for Billington, and he won the open at one lap with ease, finishing several lengths ahead of Albert Triebal. Frank Cobb won his first actual money by getting third, George Glasson being next.

The unknown distance handicap was amusing, John King drawing the honor mark with Billington. The distance was one and three-quarters miles with a dollar to the leader of each lap. Marcel Dupuis gathered the first easily, Albert Triebal getting the second. Then Halligan took his first dollar and Dupuis got the next. Al Guery led on the sixth time around and Dupuis headed the bunch in the bell lap. He made a great bid and gained a lead of twenty-five yards on the back stretch, but made the great mistake of looking back to see where the others were, and so got shut out of the money. Glasson won easily, Billington was second and John King third. The summaries:

Half-mile novice—Qualifants: J. Haynes, Robert Eberle, Ed Heer, William O'Brien, Charles Rothfuss, Teddy Harty, George Hunter, Frank Montville and Al Pfrommer. Final heat won by George B. Hunter, Tiger Wheelmen; second, J. Haynes; third, Charles Rothfuss. Time, 1:14.

Three-quarter mile, open, amateur—Qualifants: George Cameron, A. C. Drain, Watson J. Kluczek, Jacob Magin, Adam Schrimpf, Charles J. Jacobs, Henry Vandendries, Martin Kessler, Benjamin Neuschaefer, Urban McDonald, David Mackay, and Adam Beyerman. Final heat won by Urban McDonald, Tiger Wheelmen; second, Martin Kessler, New York A. C.; third, David Mackay, Newark; fourth, George Cameron, New York A. C. Time, 1:50.

Quarter-mile open, professional—First heat won by Teddy Billington; second, Frank Cobb; third, John King. Time, 0:34. Second heat won by Albert Triebal; second, J. T. Halligan; third, George Glasson. Time, 0:34½. Final heat won by Teddy Billington; second, Albert Triebal; third, Frank Cobb; fourth, George Glasson. Time, 0:32.

Five-mile handicap, amateur—Qualifants: Charles J. Jacobs (scratch); Frank W. Eifler (scratch); Ben Neuspapier (240 yards); Thomas Smith (120 yards); Peter Smith (320 yards); Jacob Magin (scratch); Charles Anderson (130 yards); Martin Kessler (scratch); A. R. Wilcox (280 yards); D. Saponari (320 yards); Adam Beyerman (80 yards); George Pauli (200 yards); George Cameron (scratch); David Mackay (scratch); J. M. Eifler (90 yards); Urban McDonald (150 yards); A. C. Spain (200 yards); Watson J. Kluczek (scratch); W. Vandendries (160 yards); and Emil Wildemuth (240 yards). Final heat won by Joe M. Eifler, C. R. C. A.; second, B. Neuschaefer, National Turn Verein Wheelmen; third, Jacob Magin, National Turn Verein Wheelmen; fourth, George Pauli, Pierce Wheelmen. Time, 12:29½.

Unknown distance handicap, professional—Won by George Glasson (10 yards); second, Teddy Billington (scratch); third, John King (scratch); fourth, James T. Halligan (30 yards); fifth, Tom Phillips (40 yards). Time, 3:59½. Distance, 1¾ miles. Lap prize winners—Dupuis, 3; Triebal, 1; Guery, 1; Halligan, 1.

Fenn Placed in Peculiar Position.

Of late years professional racing men have come to look upon breaking contracts as one of the most common occurrences, and cases of contract breaking are recorded many times a year. The National Cycling Association has determined to break up the practice and this week the Board of Control delivered its ultimatum to W. S. Fenn, who has been found guilty. Before the season at Vailsburg opened Fenn signed a contract with the management of the Salt Lake City saucer to ride in Utah, but when he saw that the money was so easily won at Vailsburg he decided to stay in the East. When he failed to go West the Salt Lake managers lodged a protest with the governing body, but as Fenn still demurred it was necessary to send West for the original contract. Now Fenn must decide to do one of three things: fulfil his contract in Salt Lake City, take a year's suspension or stop riding. He avers he will do the latter.

Walthour to go Abroad Again.

W. Thomas Hall, of Canningtown, England, the former world's hour record holder, who has been spending a few months in this country as the guest of Robert J. Walthour, the world's champion pace follower, will sail for Europe on July 8th. Walthour will embark on that date also and will possibly contest for the title at Geneva, the latter part of July.

THE BABY GABRIEL FOR MOTORCYCLES

is a new horn made on the same principle as the Gabriel Horn for automobiles. The BABY is a two chime horn, producing a very clear tone of great carrying power. It attaches to the exhaust of the motorcycle and occupies a space of but 2 x 15 inches.



It is entirely out of the way, and as there are no bulbs or reeds to break, it is never out of order. No motorcycle is complete without the

BABY GABRIEL. Price, complete with valve and spring for attaching to exhaust pipe, \$10.00.

GABRIEL HORN MANUFACTURING COMPANY,

983 Hamilton Street,

Cleveland, Ohio.



KELLY BARS



Appeal

To All Manner of Men, also Women.

THEIR ADJUSTABILITY

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25 CHANGES OF POSITION

LEAVES NOTHING TO BE DESIRED.

And Kelly Quality Always has been Top Notch.

CATALOGUE ON REQUEST.

KELLY HANDLE BAR CO.,

Cleveland, Ohio.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, INC. Price List sent on application.



SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

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ESTABLISHED 1844.

**28-32 Rose St.,
New York, U. S. A.**



DOUGLAS DISMISSES CHARGES

In Doing so, the F. A. M. Chairman Lets Fall Some Instructive Comment.

Chairman Douglas, of the F. A. M. Competition Committee, has dismissed the charges of professionalism filed against Oscar Hedstrom, Stanley T. Kellogg and George N. Holden, all of Springfield, Mass., after their appearance in the New York Motorcycle Club's hill climbing contest on May 30.

The accusations were lodged, or it may be more correct to say that the charges were filed, by F. W. Horenburger and Albert Kreuder, two of the competitors in that event. Horenburger and Kreuder are both good natured young fellows who competed in previous years against the Springfielders and who left to their own devices probably they never would have thought of filing charges. But both men ride Marsh motorcycles and ever since one of his men was disqualified for riding a "special" in an event restricted to stock machines, the manufacturers of the Marsh and their emissaries have been nursing a grievance and their by-word apparently has been "Stir up all the trouble you can." Two or three of the emissaries were on the spot on May 30th. When Chairman Douglas requested that the charges be reduced to writing, both of the accusers took exactly the same length of time to make reply, but if they themselves composed the replies it would mightily surprise some of those who know the men. Horenburger's response took the form of a series of lawyer-like "specifications"; among the "heinous crimes" attributed to Hedstrom was that he "rode machines of his own design" and to Holden that "he always rides the machine he handles" as a dealer.

In dismissing the charges, Chairman Douglas took occasion to say some things that are of such general information and instruction that they are worthy of general attention. He said:

"Your charges of professionalism against Messrs. Oscar Hedstrom, Stanley T. Kellogg and George N. Holden, growing out of their competition in the New York Motorcycle Club's hill climbing contest on May 30th, not having been sustained by investigation and consideration, you are hereby informed that the said charges are hereby dismissed.

"Usually, I would not go further into such subjects, but owing to the immense amount of talk emanating from this particular case, I am led to express surprise that charges of the sort should be based on such grounds as those contained in your specifications of the 11th inst.

"Respecting your specification No. 1, applying to Mr. Hedstrom, I am rather astonished that you should have failed to note the first part of Sec. 2 of Art. IV of the competition rules, as the omission wholly alters the case. As you will see, that rule

dates motorcycle amateurism from January 1st, 1905. I have no knowledge or evidence that Mr. Hedstrom has competed for cash or otherwise violated that rule since that date. I am also informed that not only were you present at the F. A. M. annual meeting at Cambridge, Md., when that date was adopted by majority vote, but that on the same date you yourself competed, using a special racing machine placed at your disposal by a motorcycle manufacturer. It is also a matter of record that you have repeatedly competed against the very men. If you will take the trouble to investigate other and older sports you will discover that necessity was found for similar datings.

"Specification No. 2. I am not aware of any rule or precedent that requires that an inventor or manufacturer shall not make use of his own product if he decides to engage in competition, or that he shall be punished for such usage, nor can I comprehend that a favorable showing or any publicity growing out of any such use is an offense to sport or the spirit of fair play, or that in itself it constitutes 'a means of livelihood.' Do not you yourself think it would be rather unusual and most suspicious if an inventor or manufacturer should make use of other than his own product, and do I understand it to be your contention that a man who is a manufacturer or an inventor cannot be a sportsman and shall not engage in competition?

"Specification No. 3. As Mr. Hedstrom has an interest in the concern whose check paid his entry fees, it suggests that it was his own money, but anyway there is nothing in the rules that prohibits the payment of a competitor's entry fees by another person or persons or organization. The practice has generally and long prevailed, and has been followed without concealment or subterfuge, and has been made legitimate by precedent and long practice. In this particular case, it was a matter of common knowledge previous to the event. It had been done in previous years, and you knew it on this and other occasions, and if you considered it an offense, I say in perfect friendliness, that it seems strange that you did not lodge your protest or charges in previous years or before this last event was run—or that being in doubt you should have competed. No competitor whose entry fees may be paid can be said 'to receive a monetary consideration' within the meaning or language of the term.

"Specification No. 4. Mr. Kellogg, I find, is regularly employed as cost clerk (a clerical position) by the Hendee Mfg. Co., a position exactly similar to that which he occupied in the employ of another corporation which was not connected in any way with motorcycling. At that time he competed in motorcycle events and no question was raised. Mr. Kellogg himself states his position with the Hendee Mfg. Co. in no way depends upon his appearing or racing in various events, and that in all contests which he enters he rides solely for his own

pleasure. Regarding the payment of his entry fees, my previous remarks apply.

"Specification No. 5. Mr. Holden, as you state, proves to be 'a dealer who has always ridden the machine he handles.' Could you or any other reasonable person expect Mr. Holden or any other dealer to do otherwise? And can he help it if 'by his success in competition he adds greatly to his sales of motorcycles,' to repeat your own language? Has it become an offense for dealers to ride the motorcycles they handle; or is it, as you imply, an offense only when they ride successfully? Respecting Mr. Holden's entry fees my previous remarks also apply.

"Specification No. 6. Your 'knowledge that all three of those riders' had previously competed at Worcester, Mass., in an unsanctioned contest and had thereby disqualified themselves is not correct knowledge. Mr. Kellogg is the only one who had so competed. It is true that the F. A. M. rules state that competition in such unsanctioned events automatically disqualifies the competitors, but it is also true that the first and greatest, if unwritten, rule of all sports is the rule of fair play. The Worcester event was but one of a long program that has been duly sanctioned by one of our allies. The matter of inter-sanctions is one that, because of our existing alliances, had given rise to considerable misunderstanding, not only as regards Worcester, but as regards meetings at other places, not only on the part of our allies but on the part of promoters and competitors. I would not, therefore, violate the rule of fair play by making you, Kellogg or any other man the victim of such a sincere, if unfortunate, misunderstanding.

"My ruling is that Messrs. Oscar Hedstrom, Stanley T. Kellogg and George N. Holden are not guilty of the charges brought against them, and that they are fairly entitled to the prizes won by them in the New York Motorcycle Club's hill climbing contest.

"For reasons that may be obvious to you, I have gone into the whys and wherefores more deeply than I shall ever go into them again. I regret the necessity for so doing, and while it is my duty to receive, entertain and investigate charges whenever filed, I cannot permit the opportunity to go by without suggesting that it always looks very much better to file such charges as you have filed before and not after a competitor has 'committed the crime of winning'; also, that if promoters do not desire the appearance of any man or men the 'right to reject any entry' clause provides an ever ready means for barring them."

Waltham Motorcyclists Elect Officers.

At the annual meeting of the Waltham Motorcycle Club, of Waltham, Mass., these officers were elected: President, Clement Hernandez; vice-president, Phelps Poland; secretary, F. L. Woorster, and treasurer, Henry W. Robinson.

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

Providence Motorcyclists in Force Face the Camera.



THE PROVIDENCE (R. I.) MOTORCYCLE CLUB.

The "King of Cycle Thieves."

France lays claim to possessing the "king of cycle thieves." The uncrowned monarch is named Porcheray and he has just been brought to book for thefts extending over a period of several years. His method of operation was very simple. He hired a machine under a false name and then rode to the nearest town and sold the bicycle. But before leaving the town he hired another machine. In this way he made a tour of France four times, riding from town to town. Altogether he had stolen several hundred machines. But his career was rudely interrupted on Tuesday last. As he was walking along the Boulevard Saint Martin he was recognized by one of his victims, who immediately seized him and took him to the nearest police station. Numerous papers in various names were found in his possession. He was sent to the depot. After he appears before the Correctional Tribunal of the Seine, he will start on a fifth tour of France, for numerous courts are awaiting to deal with him.

Worcestershire as a Bracer.

"You can talk about your lemons, grapes and bananas and milk punches, and other such stuff, but take my word for it there is nothing that will rejuvenate a fellow so quickly as a tablespoonful of ordinary Worcestershire sauce. I've tried it repeatedly and I know what I'm talking about," said one of a group of cyclists.

The best means for overcoming that tired, half-dead feeling which so frequently overtakes the cyclist on a long, hard ride at this season of soft muscles, was the subject of the conversation, and the speaker who delivered himself of the opinion was a veteran rider, one who has done as much hard road riding and a great many more centuries than the average.

"And another bit of information for you," he added in a lower and more confidential tone of voice, "there is nothing better for the after effects of a jag than a dose of that same sauce."

"Let me tell you," he rejoined suddenly, as the thought struck him, "a common, everyday raw onion will often revive one's strength when other things have failed. One of the most marvelous recoveries I ever saw was brought about by a raw onion. It was on one of the hardest "plugs" I ever was in and a little fellow who was with us was so completely done up when we reached an out-of-the-way place that we were thinking of sending him home by train. A native brought forth an onion and told him to eat it. He did and the effect in less than half an hour was little short of wonderful. The boy revived and finished the run in good shape."

Took the Heart out of Him.

California medical circles are just now watching with intense interest the outcome of an almost unparalleled surgical case which has resulted from a motor bicycle accident in Los Angeles. Charles E. McCarthy, a Pasadena contractor, while riding his machine one day last week, was thrown and fell upon the teeth of a hay rake. As a result of the fall, a broken rib tore and lacerated his left lung, while the teeth of the rake tore into his heart injuring it frightfully. Dr. E. H. Thompson removed the organ through the torn breast, and after washing it and sewing up the lacerations replaced it, removed a small portion of the affected lung, and closed up the outer wound. Delicate as was the nature of the operation, the patient seems to be improving, and furthermore, insists that he is not badly hurt, and that he is going to get well in a short time.

Sherwood Shifted Back to Amateurism.

It is semi-officially announced that Charles A. Sherwood, the fast sprinter of the New York Athletic Club, who was at the annual meeting of the National Cycling Association, "invited" to ride as a professional, has been restored to his former standing. Sherwood never should have been asked to ride as a professional in the first place, and the member of the Board of Control who preferred charges against him did so purely from a business standpoint. Sherwood will not ride at the Vailsburg board track, however, until the circuit championship races, as the promoters fear he might win all the prizes and thereby deplete the amateur ranks. Sherwood will, however, be able to ride on any other tracks, and will, of course, make a strong bid for the amateur championship.

Tacoma Throws 'em off Fenders.

In its sudden decision to bar bicycles from the fenders of its street cars, the Tacoma Railway and Power Co., Tacoma, Wash., has just done a most unpopular thing. The action took place without warning, and as a result, dozens of cyclists were caught downtown with their wheels and were forced to ride home in a pouring rain-storm. No reason for the dictum has been given, and the large numbers of riders who were in the habit of patronizing the cars with their machines, consequently feel that they have a grievance in the matter.

Two Views.

"Boston is all right, when you know it," said the man who did most of his cycling within sight of the sacred codfish.

"Get out," replied the one from New York, with his unfavorable recollections still fresh in his mind, "it's a tough place; even the streets are crooked."

LAWSON SAVES CHAPMAN

The "Flying Swede" Breaks Saucer Records and Robs Riders of a Heidelberg Treat.

Salt Lake City, June 22.—When the old saucer was resurfaced before the racing season opened, John Chapman, the manager, made a wager. It was that if a record was not broken before the Fourth of July, he would treat each and every bicyclist at the saucer to the best at the Heidelberg Café. He will not have to pay the bet, for to-night Iver Lawson showed himself in his true form when he established two new records, although they both were made in the same event. It happened in the three mile handicap, which the "Flying Swede" rode from scratch in 5:49. This erases the record of 5:55½ made by himself July 6, 1905, at Ogden, and also the old handicap record—6 minutes 11 seconds—set up by W. E. Samuelson, at Salt Lake, two years ago.

In making the new record Iver Lawson rode the race of his life, for there were few that expected to see him when the long markers began to sprint from the start. With Norman C. Hopper fully 100 yards away and going like the wind, Lawson unwound a sprint that caused even the most hardened fans to rise to their feet as he circled the field and beat Hopper to the tape by three lengths. As is usual in handicap races, after the first or two laps the field assembled into two bunches, each rider forgetting his personal grudges and the leading bunch trying to lap the low markers and the latter trying to keep them from doing it.

In what was virtually the scratch bunch were Lawson, McFarland, Samuelson, Fogler and Downing, while fully a dozen riders were trying to lap the quintet. They at once set down to scientific work changing pace each lap. All took their turn but Samuelson, who shirked pace so noticeably that the gallery gods set up a howl. The fast pace told on Downing first and in a dying effort Joe Fogler pulled up Lawson, McFarland and Samuelson to the tail end of the leaders, nearly a quarter of a lap in length. With six laps to go, "Long Mac" spreadeagled the field high on the bank, pulling Lawson and Samuelson. Bardgett saw what was going on and he jumped out and pulled the trio. At that instant Hopper jumped out in front and gained a lead of twenty yards before McFarland could sprint to the front with Lawson. Then came the Swede's great ride. With a jump he went past McFarland and opened up a gap on Samuelson that made the latter look like he was standing still. McFarland, who already had done his share of the donkey work, started after Lawson and he, too, left Samuelson. With a final swoop around the last turn Lawson passed Hopper and flashed over the tape a winner by three lengths, McFarland getting second. Hopper's four lap sprint landed him third and

Palmer and Bardgett got in for fourth and fifth.

Previous to this, in his heat of the quarter-mile open, Lawson came within two-fifths of a second of breaking another record, riding the distance in 28½ seconds. Kramer's record is 28½ seconds. In the final heat Lawson was crowded off the track at the start and before he could get back on its surface the bunch was so far ahead that he realized that it was useless to go after them. Samuelson won the race, with Smith, Downing and Fogler next in order.

Joe Fogler won his Australian match pursuit race with Saxon Williams and in so doing made himself "solid" with the crowd, for the Brooklynite rode with rare judgment and gave the Mormon a fair and square drubbing. The distance was one mile two laps 195 yards and the time, 2:44½.

Jack Hume bested Fred West in two straight heats of their half mile match race and little A. Crebs captured the mile handicap from the 110-yard mark. The summaries:

Half-mile match race between Jack Hume and Fred West—First heat won by Hume. Time, 1:08. Second heat and race won by Hume. Time, 1:09.

Quarter-mile open, professional—Qualifants: Walter Bardgett, Hardy K. Downing, W. E. Samuelson, Iver Lawson, Saxon Williams, Worthington L. Mitten, Joe Fogler, Emil Agraz and E. Smith. Final heat won by W. E. Samuelson; second, E. Smith; third, Hardy K. Downing; fourth, Joe Fogler. Time, 0:29½.

Unlimited match pursuit race between Joe Fogler, Brooklyn, and Saxon Williams, Salt Lake City—Won by Fogler. Distance, 1 mile 2 laps 195 yards. Time, 2:44½.

One-mile handicap, amateur—Qualifants: P. Giles (60 yards), A. Crebs (110 yards), J. V. Bernstrom (160 yards), A. L. Bird (125 yards), Jack Hume (scratch), F. H. McLaughlin (25 yards), Fred E. Schnell (60 yards), R. Dieffenbacher (45 yards), and Tommy Morgan (75 yards). Final heat won by A. Crebs; second, J. V. Bernstrom; third, A. L. Bird; fourth, P. Giles; fifth, Jack Hume. Time, 1:58½.

Three-mile handicap, professional—Won by Iver Lawson (scratch); second, Floyd McFarland (scratch); third, Norman C. Hopper (100 yards); fourth, W. P. Palmer (110 yards); fifth, Walter Bardgett (90 yards). Time, 5:49 (world's record). Laps—Pye, 2, Hopper 4, Smith 2, Burris 7, Wilcox 3, Achorn 2, Mitten 3.

To Lessen Heating in an Air-Cooled Motor.

Try perforating the ribs of the motor by running a machine twist drill vertically downward through each one of them. If that does not give all of the radiation sought for wind copper wire around a pencil and put the spirals thus formed between adjacent ribs, twisting the ends of the spirals together.

RHODES WINS BOTH

Cycle Path Man Beats out the Bunch with Time Prize Speed at the Roy Races.

Old-fashioned killings seem to be the fashion in the club races by the Roy Wheelmen. Last Sunday, 24th inst., Arthur Rhodes, with four minutes handicap, finished first in the fifteen-mile handicap road race of that organization and in addition won the first time prize, covering the course in 40 minutes 52½ seconds. In the race held two weeks ago, Charles Nerent did the same trick, from scratch. The race was open to club members only and was run at Valley Stream. Rhodes is the middle-aged man who won the Coney Island cycle path race last Thanksgiving day, and he rides a Columbia chainless with thirty-inch wheels, fitted with Armstrong-Palmer improved racing tires.

Ralph Roullier, secretary of the club, finished second, from the four minute mark, riding the distance in 44:07½. Of the three scratch men to start, Nerent finished fourth and Gunzer fifth. Henri Lafenetre was forced to drop out on account of a puncture in the second mile. The summary follows:

Pos.	Rider.	Hdcp. Min.	Time M. S.
1.	Arthur E. Rhodes.....	4	40:52½
2.	R. Roullier	6	44:07½
3.	A. Bassini	6	46:10½
4.	Charles Nerent	scratch	40:54½
5.	George Gunzer	scratch	40:54½
6.	Sam Rein	2	42:54½
7.	Herbert Williams	2	42:54½

Time Prize Winners:

1.	A. E. Rhodes	4	40:52½
2.	C. Nerent	scratch	40:54½
3.	G. Gunzer	scratch	40:54½

Denver may have New Track.

Although the saucer track at Denver has been demolished there is a likelihood of a new bicycle track being erected in that city. John Hume, the University of Utah's crack sprinter, who has been winning all the amateur races at Salt Lake City and Ogden for the past three years, wrote to Chairman R. F. Kelsey, of the National Cycling Association Board of Control, last week, asking for a franchise. Hume states that he will build a saucer in the Queen city.

Fairly Good Evidence.

"You saw this motorcycle strike the man, did you?" asked the lawyer.

"No, sir."

"But you are confident it did strike him, aren't you?"

"Yes, sir."

"What makes you so sure of this?"

"Because when I first saw him he was about fifteen feet up in the air and still going."

HOW KRAMER WON

Took the Pole at the Pistol Fire and Held
* to the Finish of the Race.

With the arrival of the Paris mail come the full details of Frank Kramer's great victory in winning the Grand Prix. The second day's racing was on Thursday, June 15. The meet opened with the preliminary heats of the professional Grand Prix, the eight riders qualifying being Poulain (France), Kramer (America), Mayer (Germany), Ellegaard (Denmark), Del Rosso (Italy), Vanden Born (Belgium) and Schilling (Holland). It was perhaps the best world's representation that ever qualified for a previous Grand Prix. A surprise was sprung upon Walter Rutt in the sixth heat. Bourotte jumped away at the crack of the pistol getting a lead of fifty yards. As no one seemed inclined to set out in pursuit Rutt went out alone. After several hundred yards of sprinting Rutt gave up the struggle and rode up the bank. A repechage was then run off and after seven trial heats, three semi-finals, and a final, Rettich (Austria), Gardellin (Italy), and Rutt (Germany) qualified for the final, Oscar Schwab, the American, getting shut out in the first semi-final of the repechage by the thickness of a tire.

Kramer, Mayer, Ellegaard and Vanden Born qualified for the final heat of the Strangers' Prize, a 1,000-metre race in which the French riders were not allowed to ride. This race proved a great surprise and many bettors shed real tears of anguish when they saw Kramer, who was regarded as an easy winner, come in last. While the other riders were making up their minds when to sprint Henri Mayer suddenly jumped like a two-year-old and won a clever race by a length from Ellegaard, Vanden Born being a length behind and Kramer last. Time, 1:51. Preceding this race the Frenchmen had a race and Friol, Poulain and Hourlier finished in this order. Following the usual custom, three best French riders met the three best foreigners. Here another surprise was in store for Friol, who made a terrific jump that made him an easy winner over the field. Ellegaard finished second by 50 yards, Mayer was third, Vanden Born fourth, Hourlier fifth and Poulain sat up. The strangers won on points, getting 9 against France's 12. On the same afternoon Rettich won the Industrial prize from Rutt, Gardellin getting third and Ingold fourth.

The big fight and the conclusion of one of the biggest and most important race meets was had on the following Sunday, the 17th inst. There was just a wee bit of discrimination in the placing of the men in the semi-final heats of the Grand Prix. In the first heat Friol was placed against Rettich and Del Rosso. Naturally he won. Kramer won the second semi-final heat, although he had strong opposition in the

person of Schilling and Mayer. Poulain qualified for the struggle by defeating Ellegaard and Vanden Born. This put Kramer in an enviable position for the final struggle as he had two Frenchmen working against him, and the odds naturally were two to one in favor of France. When the three finalists faced the starter in the final heat there was a dead silence, for every person in that vast assemblage who had a cent to bet had placed it and the odds were against Kramer and Friol, Poulain being picked as the winner. Kramer looked pale but determined, Poulain laughed and kissed his hand to the crowd, while Friol appeared unusually nervous. The pistol shot rang out and the men moved off the tape. Judging from the pace he set, Kramer did not intend to give the Frenchmen a chance to out-general him or to be the victim of a trick or a jump. He kept on the pole all the way and when the moment came he ducked his blonde head and Poulain and Friol never had the chance to get in their famous jumps. Kramer won by a quarter of a wheel, and Friol was third by a half wheel. Kramer's prize amounted to more than \$2,000. Banker was the only other American to win a Grand Prix, the Pittsburgh man capturing the first, in 1894. French riders have won it five times, Hollanders twice, German, Danish and Italian riders annexing it once. Kramer and Otto Meyers are the only foreigners having won it twice in succession.

Of equal importance to amateurs was the Grand Prix for amateurs in which the victor is presented with a valuable work of art by the President of France. The race seemed to be a battle between three nations, England, Italy and France, the riders qualifying in the trial heats being Verri, Buck, Tardieu, Debongnies, Payne, Ave, Devoisieux and Ben Jones. Verri, of Italy, Payne, of England, and Delage, of France, won the semi-final heats. Verri, the sturdy young Italian who swept the boards in the Olympic games at Athens, defeated Payne by a quarter of a length, the Frenchman getting last. The meeting closed with a 1,000-metre match race between Kramer and Verri, the respective winners of the professional and amateur Grand Prix. Kramer won by three-quarters of a length, apparently having little difficulty in vanquishing the Italian.

The Coming Race.

"I see that some English doctor, or something, says that through the bicycle and other mechanical means of rapid transportation we are developing into a legless race."

"How could there be a race without legs?"

"Easy. What's the matter with a motor boat race? At the same time, it looks as if a legless race would be a great boon during any presidential election year."

"How so?"

"Everybody would be going on the stump."

WALKER TOOK THREE

Prizes Came Right Along to the Man with
the Canadian Club Name.

Approximately 1,000 people watched an exciting series of bicycle races at the West End track, Detroit, Mich., last Sunday afternoon, 24th inst. Honors were divided between Foster, Walker and T. McCarthy, of Stratford, Ont. The feature race of the afternoon was the five-mile handicap which Walker captured from the 220-yard mark. Walker also won the half-mile motorpaced race against McCarthy, the Canadian. The summaries follow:

One-mile open, boys—Won by W. Trahey; second, L. Beyster; third, A. Trahey; fourth, R. McLerie. Time, 3:16.

Two-mile novice—Won by R. Roughley; second, A. Tasker; third, P. Primrose. Time, 5:06.

Half-mile motorpaced—Won by F. J. Walker; second, T. McCarthy. Time, 1:01 and 1:04.

One-mile open—Won by T. McCarthy; second, F. J. Walker; third, J. Procknow. Time, 2:14.

Five-mile handicap—Won by F. J. Walker (220 yards); second, J. Procknow (350 yards); third, H. Roughley (400 yards); fourth, C. Ward (550 yards). Time, 12:41.

One-mile motorcycle—Won by G. Ziegler; second, Hanan; third, Smith; fourth, Walker. Time not taken.

Landing in a Hole.

"First experiences are often laughable and sometimes painful; I think my initial efforts at handling a motor bicycle were both and mainly the latter," said an old cyclist when he met a *Bicycling World* man the other day.

Circumstances could hardly have been more adverse, but then the adventure was not entirely of my own choosing. I had missed the last trolley car intervening between me and the two miles of road that led to the station where I had left my bicycle. Common sense plainly said 'get a horse' or 'hoof' the two miles and do the rest on the bicycle. The two miles were all up-hill, but over a beautiful macadam road; the 'rest' represented a stretch variously put down as anywhere from three to five miles of the most indifferent kind of cow paths with one very respectable bump to mount and its equal to descend on the other side. I have never wished for a coaster brake quite as much as in descending that hill for it not only turns sharply to the left at the foot, but there is a sand patch at the bottom just long enough to throw a man very neatly. There are few things that are more conducive to losing control of the machine than a plunge into one of these sand pits when going at a good clip. That's my experience, at any rate, and I suppose that it tallies with that of the majority."

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We're now working harder than ever—day and night—and filling as rapidly as possible the ever increasing orders for

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Earthquakes, financial or otherwise, have not affected our production one particle, and our energy and activity is greater than ever.

We are carrying out all our contracts,
and shall continue to do so despite
the statements of an unscrupulous
and malicious competitor.



THE CONSOLIDATED MFG. CO.

TOLEDO, OHIO.

JUPITER JUMPED IN

But he Couldn't Throw Enough Cold Water on this Meet to Spoil it.

Due generally to the patronage of the Stroud Wheelmen, of Philadelphia, and the Atlantic Wheelmen, of Atlantic City, N. J., and due specifically to the untiring efforts of those sturdy workers, "Dick" Stroud and "Charlie" Van Doren, amateur bicycle racer in Southern New Jersey has taken a new lease of life. Stroud and Van Doren largely have been instrumental in having the track at Washington Park-on-the-Delaware fixed up and in having bicycle races featured in the athletic games and the crowds that have come out to the meets, principally to see the most interesting of all the events—the bicycle races—attests in no small measure to the rejuvenated popularity the game of being your own motor is receiving in that locality.

Last Saturday, 23d inst., more than 4,000 people saw the one and three-mile bicycle races, held in conjunction with the fourth annual picnic and games of some carpet weaving association and the greater percentage of their enthusiasm focused naturally on the bicycle events.

Every preliminary heat in the one mile handicap proved a race, but the final heat was marred by a mix-up in the fifth lap when Royal and Trotter fell. It was won by J. Farber, from 30 yards, in 2 minutes 42½ seconds, with W. Richard Stroud close up. J. Glass lasted long enough to cross the tape third.

Jupiter Pluvius who had kept the gay picnickers in terror all afternoon lest he should vent his vengeance in a manner calculated to spoil lovely spring headdress, cause carefully made up complexions to melt and make daintily prepared coiffures look like a Salem county wheatfield after a hail storm, to say nothing of dampening individual ardors to a great degree, finally opened the floodgates. Notwithstanding this watery setback, the officials called the riders out for the three-mile handicap, and at the starting gun the picnickers, big and little—the latter with reckless abandon and regardless of what "maw" would say when she cast the stern maternal eye on those disarranged toilettes—rushed from all sides to view the race, and their sport-thirsty appetites were rewarded by seeing one of the hardest fought mud races that ever had been run on the track that bears G. W.'s name.

Seven riders got on their marks, from scratch to 175 yards, with Trotter, Stroud and Cadwallader on the former. The honor men soon overhauled Ivey, of Atlantic City, on 25 yards, and they "nailed" the others at two laps. The remaining sixteen laps was a procession with Stroud and Trotter carrying the torchlights, Cadwallader having, suddenly remembered at the ninth lap that his folks were going to have fried

tomatoes for supper and the evening meal bell tinkled so imaginatively in his ears that he heard the call and "three-and-twentyed." In the last lap, Farber, who had been enjoying a midsummer sleighride, suddenly saw a "charmer" on the opposite side of the track and he hastened thither, but Stroud and Trotter (Dan sometimes breaks into a sprint), wanted to be along while the introductions were in progress so they hurried also, Trotter, as usual, getting there first. Farber was second and Stroud third. The trio met Ivey on the tape side, when he had paused to get lapped three times, it being a superstition of the darker race that three times anything is lucky. He got fourth. The summaries:

One mile handicap—First heat won by F. Royal (50 yards); second, Dan Trotter, (scratch); third, J. Glass (35 yards). Time, 2:50¾. Second heat won by J. Farber (30 yards); second, J. Taylor (50 yards); third, Dick Stroud (scratch). Time, 2:40. Final



NEW YORK BRANCH 214-216 WEST 47TH ST.

heat won by Farber; second, Stroud; third, Glass. Time, 2:42¾.

Three mile handicap—Won by Dan Trotter (scratch); second, J. Farber (50 yards); third, Dick Stroud (scratch); fourth, W. Ivy (25 yards). Time not taken.

Vailsburg to Tempt the Fates.

To increase the excitement at the Vailsburg races, the management has decided that it must institute more novel races. One of the features will be the incorporation of motorpaced races. As the public will undoubtedly turn out en masse when there is the bare chance of witnessing an accident, no doubt the scheme will pay the promoter, but with the condition the track is in at present there will undoubtedly be a killing unless the oval is resurfaced and improved.

JOHN D., BICYCLE TEACHER

Man of Multidunious Millions gives Cycle Lessons and Praise Free.

Since John D. Rockefeller went abroad he has been such a much interviewed man as to suggest that he is carrying a press agent with him. The cables have been heavy with his doings and his sayings, none of which have been more to the point than his tribute to the bicycle. Mr. Rockefeller at play and Mr. Rockefeller at work are two very different men, and so it came about that another American, a scribe by profession, discovered him one day with his bicycle, and found not an astute financier, but a jovial old man with a hobby—the bicycle. All of which goes to prove as has been said more than once that not alone the poor man and his wife and children still use the bicycle, but also some who are by no means to be included in that category.

According to the cable, the correspondent and a doctor friend met him on the Avenue des Beauxmonte, and he rode up to them whistling. As he dismounted he asked the former if he ever rode a wheel and on being answered in the negative Mr. Rockefeller quickly said:

"You must learn."

Mr. Rockefeller insisted that the doctor tell a funny story of his bicycle ride, which that gentleman did with a great flourish and many gestures. The Oil King's laughter was loud enough to be heard a block away.

Mr. Rockefeller rode a little while more and then got off again. Said he to the now thoroughly astounded but interested correspondent:

"Now, here, watch me mount. I will ride a little way, then you try," and he suited the action to the word. Then he again dismounted and said:

"Now, I'll hold it while you get on; it is one of the best exercises in the world and is good for 'that heavy feeling' in the head that you complain of. The pushing out of the legs sends the blood all through the body and away from the head. Isn't that correct, doctor?"

"Exactly as you have put it," answered Dr. Biggar.

"Now," continued Mr. Rockefeller, "while I hold it you get on, and don't be afraid; it only requires confidence, the remainder comes of itself."

By this time a crowd had gathered to watch the richest man in the world giving a bicycle lesson.

He guided the correspondent a hundred yards and then gave way to a workingman, whom he tipped for finishing the lesson. The oil king then explained:

"It is great sport—this and golf. I have four or five wheels at home, and Dr. William Rainey Harper and I frequently rode together."

SALT LAKE'S SAUCER

Lawson Landed Lap Event, Thanks to Team Work—Crowds in attendance.

Salt Lake City, June 19—Although the weather was exceedingly chilly at the saucer-to-night, it did not seem in any way to cool the ardor of the record-breaking crowd that witnessed the races. If the crowds continue to increase at the ratio so far, Nelson & Halverson, the owners of the track, will have to increase the seating capacity to twice what it is at present. The National Cycling Association has decreed that there shall be no teaming in the races but either the officials are not yet aware of the fact or they prefer to close one eye to the transgressions. Several teams were very apparent this evening, one of them being Iver Lawson and Walter Bardgett. The "flying Buffalo" landed the Swede a victor in the five-mile open. Williams and Hopper appeared to be working together in this race and in the one-mile invitation the Burris-Smith combination tried to do Samuelson.

The five-mile lap race was marred by the absence of McFarland, Fogler and Downing at the finish. "Long Mac's" rear tire blew up at the start and in the preliminary lap Fogler, Redman and Munroe went down, the Brooklyn rider's rear wheel collapsing. Instead of restarting the race the judges sent the riders off without the quar-

ter, a pretty "raw" deal, to say the least. Downing dropped out after a couple of laps. Samuelson tacked onto Lawson's wheel at the start and stayed there until the finish. Near the finish Williams with Hopper tacked on, tried to steal a lap, but watchful Bardgett quickly pulled Lawson into position. Two laps from home Hopper came out from behind Williams and began to unwind. Lawson accepted the challenge, with Samuelson sleighriding. The native Salt Lake man tried his hardest to out-sprint the former world's champion, but as usual, Lawson had the speed to land him a winner.

Samuelson won the mile mile invitation, a race for the "also rans," but it lacked the "invitation" part of it.

Jack Hume scored in the two-mile lap race for amateurs, Holliday getting second and John Berryessa, of San José, Cal., third. Holliday, from 50 yards, beat Hume, from scratch, in the mile handicap, and Harry Weiser came in third.

"Duck Soup" Turville, christened by his fond parents as Clementinus, held a little motorcycle race of his own as the last event on the program. Ed Heagren and "Shadow" Samuelson thought they were in the race but that was simply a case of addled gray matter on their part. True, they were on their machines and rode on the track while Turville was giving his exhibition, but as for figuring in the race, they were clearly outclassed all around. Turville lapped the

other riders three or four times and after that the officials forgot to count. The time was fast, 6 minutes 38 seconds. The summaries:

One mile handicap, amateur—Qualifants: J. E. Holliday, A. F. Bird, Jack Hume, P. Giles, Harry Weiser, Fred West, Tommy Morgan and A. F. McMaster. Final heat won by J. E. Holliday (50 yards); second, Jack Hume (scratch); third, Harry Weiser (85 yards); fourth, P. Giles (60 yards); fifth, T. Morgan (55 yards). Time, 1:58 $\frac{3}{4}$.

One mile invitation, professional—Qualifants: Jack Burris, E. Smith, S. H. Wilcox, Emil Agraz, W. E. Samuelson, Iver Redman, Ernest Pye and W. P. Palmer. Final heat won by W. E. Samuelson; second, E. Smith; third, E. Pye; fourth, S. H. Wilcox; fifth, Iver Redman. Time, 2:13 $\frac{1}{2}$.

Two mile lap race, amateur—Won by Jack Hume; second, J. E. Holliday; third, John Berryessa; fourth, P. Giles. Laps—Crebs, 4; Bird, 2; Morgan, 5; Schnell, 1; Burrows, 2, and Hume, 2.

Five mile lap race, professional—Won by Iver Lawson; second, W. E. Samuelson; third, W. P. Palmer; fourth, Norman C. Hopper; fifth, S. H. Wilcox. Time, 10:24 $\frac{1}{2}$. Laps—Achorn, 6; Smith, 2; Burris, 9; Agraz, 6; Williams, 7; Wilcox, 3; Bardgett, 5; Lawson, 1.

Five mile motorcycle, open—Won by Clem Turville; second, E. B. Heagren; third, T. N. Samuelson; fourth, Carl Schmidt. Time, 6:38.

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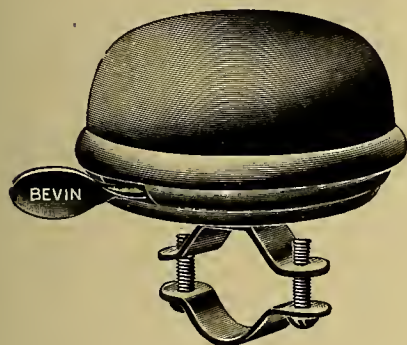
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The Week's Patents.

822,681. Carburetter for Gasolene Engines. Robert A. Middleton, Rexburg, Idaho. Filed May 2, 1905. Serial No. 258,447.

Claim.—1. A carburetter having a liquid-fuel chamber with an air-passage extending through it, a carburetter-chamber above and communicating with the air-passage, a valve-chamber below and communicating with the air-passage, a valve-chamber below and communicating with the air-passage, a main air-supply tube extending into the valve-chamber, an auxiliary air-supply sliding in the valve-chamber around the main air-supply tube, a spring encircling the main air-supply tube, and a frusto-conical member mounted on the air-supply tube and engaged by the spring for the purpose specified.

823,115. Muffler. Benjamin A. Gramm, Chillicothe, Ohio. Filed Dec. 8, 1905. Serial No. 290,863.

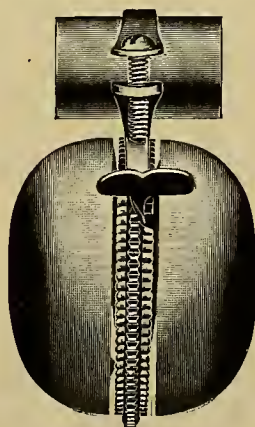
Claim.—A muffler made up of two compartments of unequal volume, the inlet-compartment being of substantially twice the volume of the outlet-compartment; each of said compartments comprising an end piece and a series of concentric cylindrical shells one end of each of which is mounted in one of said end pieces and the other end of each of which is mounted in a partition which separates said compartments from each other; the outer shell of each compartment being imperforate and the other shells thereof being perforated; and said partition being formed with apertures extending entirely around its outer edge between the walls of the outer and the next to outer shells.

823,915. Cycle-Saddle. John B. Brooks, Birmingham, and John Holt, Aston, England. Filed Nov. 6, 1905. Serial No. 286,162.

Claim.—1. In a cycle-saddle, the combination with a seat having underframing-springs, of supporting devices arranged underneath the rear portion of the seat, and spring means engaging the said supporting devices and independent of the underframing-springs, the said springs being carried by a relatively stationary part of the saddle.

823,916. Cycle Saddle. John B. Brooks, Birmingham, and John Holt, Aston, England. Filed Nov. 6, 1905. Serial No. 286,163.

Claim.—1. In a cycle-saddle, the combination of a seat, diagonally-arranged, flexible devices under the rear portion of the seat and supporting the latter, and yielding means connected to the inner and of the said devices to the rear portion of the seat.



STARR BELLS

Our 1906 line of Bicycle Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

**The Starr Bros.
Bell Company**
Eashamp cn, Conn

More INDIAN Victories.

New York Motor- cycle Club's One Pint Economy Test (For members only)

But one Indian started.
It was sufficient.
Ridden by M. E. Toepel,
a one-armed rider, it
won with lots to spare,
covering

16.6 MILES.

Nearest competitor
was more than four (4)
miles behind.

In the automobile meets at
Washington, D. C., and St. Louis,
Mo., on June 16th, Indians ac-
counted for both motorcycle events
that were run.

The order for
**Philadelphia's
Police Motorcycles**
awarded to the Indian

Comment Unnecessary

HENDEE MFG. CO.,
Springfield, Mass.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, July 7, 1906.

No. 15

HEADQUARTERS ARE SELECTED

Where Atlantic City Meetings will be Held
—The Hotel Rates and Railroad Fares.

Hotel Islesworth is to be the official hostelry during the meetings of the Cycle Manufacturers' Association and Cycle Parts and Accessory Association, at Atlantic City, July 25 and 26.

This information is of more importance than it may appear. July is one of the hotel harvest months at the New Jersey resort and bed and board of the right sort is not usually readily obtainable. It required personal visits from representatives of the two associations to effect the necessary arrangements with Hotel Islesworth and they advise all who propose attending the seaside gathering to have their reservations booked without further delay.

The hotel is located on Virginia avenue within about one hundred feet of the Boardwalk and within half a block of the Steel Pier. The rates that will apply are as follows: One person in a room with board, \$3 to \$3.50 per day; two persons in a room with board, \$5 to \$6 per day; one person in a room with bath and board, \$5 per day and upwards; two persons in a room with bath and board, \$8 to \$10 per day. Weekly rates as follows: One person in a room with board, \$19 to \$22; two persons in a room with board, \$32 to \$38; one person in a room with bath, \$32 and upwards; two persons in a room with bath, \$50 and upward.

The joint meeting of the manufacturers and jobbers will be held in the Islesworth's palm room, not far removed from the thirst parlor; the sessions of the C. M. A. and the C. P. & A. A. will be held in other rooms of the hotel.

As was previously stated, the Trunk Lines Association already has granted the 1½ fare; the association includes the States of New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia and part of northern Virginia. The Central Passenger Association and the Western Passenger Association, whose jurisdiction extends as far as Colorado, excepting only southern Missouri, Arkansas, Texas and Oklahoma, have requested further information regarding the meeting, but there is no

doubt but that they will concede the rate. Only the Southern Passenger Association has refused to do so, on the ground that the attendance from the South would not be sufficiently large to merit the concession.

In order to obtain the benefit of the reduced rate, it should be borne in mind that it has been granted to the Cycle Parts & Accessory Association, not to the Cycle Manufacturers Association, as first reports stated, and that certificates must be issued accordingly.

Some Opinions from Middletown.

"One of our agents has sent us a card which reads: 'If there was a better bicycle made than the Racycle, we would be selling it'—a fact which we think makes it worth remarking that this particular agent has already reordered eight times this season," says the Miami Cycle & Mfg. Co., in the course of a letter dealing with other matters. "We had rather see our high-grade competitors selling twice as much as they do now than to see the public fooled with a lot of junk," they add, and continue: "The small dealer who sells the junk is slowly but surely cutting his own throat and helping to kill the trade."

Dealer Sustains Fatal Fall.

Seymour H. Brown, a well-known bicycle dealer and a prominent good roads advocate, of Hornell, N. Y., met with a sad accident on Sunday afternoon last, which resulted in his death. Brown was riding his motorcycle out Seneca street, and in order to avoid a collision with a team, turned into Maple street. In making the turn back to Seneca his front wheel struck the curb and he was thrown heavily, striking his head and sustaining a fracture of the skull. He was removed to St. James' Mercy Hospital where every effort was made to save his life, but he died during the night.

Veteran Dealer Celebrates Birthday.

To celebrate his sixtieth birthday, and incidentally, to disprove the Osler theory, his friends having told him he was getting too old to ride a bicycle, J. Fred Probst, the Terre Haute, Ind., dealer, finished a riding time was 7 hours 45 minutes

RECEIVER'S ENCOURAGING WORDS

Presents Some Figures and Says Consolidated Business is at last on Paying Basis.

For the first time since its troubles came to a head on May 3d last, on which date the receiver took charge, a statement bearing on the affairs of the Consolidated Mfg. Co., Toledo, Ohio, has been issued.

It is dated June 29th and bears the signature of W. F. McGuire, as manager for the receiver, Mr. McGuire being the same who assumed the general management of the company shortly before the failure.

In addition to presenting some itemized figures, Mr. McGuire says:

"The inventory of plant, etc., shows assets approximating \$300,000. It is impracticable at this time to furnish complete statement of assets and liabilities, as some of the creditors have not yet filed certified statements of accounts. The proceedings in bankruptcy have been continued to August 1, and we hope to make favorable statements for June and July.

"The sales of bicycles, motorcycles, forgings, etc., thus far in June, show an increase of nearly \$15,000 over corresponding period a year ago and the outlook for the future is very bright. The business appears to have at last reached a paying basis, and with good management there is no reason why it should not continue to pay."

Badger Occupies its Eastern Factory.

The Badger Brass Mfg. Co., manufacturers of the Solar lamps, are now in possession of their recently established Eastern factory on Eleventh avenue near Thirty-sixth street, New York, and the plant is now in full operation. As a matter of course, the depot and salesroom, previously maintained at 11 Warren street, have been discontinued.

Beltz and Delavie Part Company.

Charles F. Beltz and Frank J. Delavie, who have been doing a jobbing business at 524 Penn avenue, Pittsburg, dissolved partnership June 30, by mutual consent, Delavie retiring. The business will be continued at the same place by Beltz, under the firm name, Charles F. Beltz & Co.

HOW TO SHAPE TUBING

Tools and Methods Necessary in the Small Shops—Bending, Hot and Cold.

While it is by no means a difficult matter to shape a length of tubing to any desired form, when the correct method is understood, it not infrequently happens that when it is undertaken by those whose experience with such work is limited, most disappointing results are obtained. It seldom becomes necessary for the rider himself to handle work of this description, and sometimes even the regular repairman has small occasion for the few tools which its proper handling requires, and this being the case, the art, for it really amounts to nothing less in its finer development, is but little known to the average man. Nevertheless, some understanding of its principles is a useful acquisition, and may well come into play when least expected.

In the first place, the natural tendency of a tube which is being bent is to collapse at the point of greatest deflection forming a deep and never-to-be-removed kink. It is on account of this tendency that great care must be taken in handling tubing under all circumstances, and certain precautions taken to prevent the injuring of any work which is undertaken. Since a solid rod seldom kinks when bent, it becomes necessary to fill the tube, making it as nearly solid as possible for the time being, in order to handle it successfully. When properly filled, however, it can be handled nearly as well as a solid rod, may be bent hot or cold, and even twisted without injury to its contour, and hence, in the filling lies the whole secret of the method.

When the bending is to be done hot, it is necessary to use a filler which will not be affected by the temperature, and which at the same time can be removed subsequently leaving the interior of the tube perfectly clean. For cold bending, on the other hand, the requirements are less restricted. For hot working, sand has been generally adopted because of its resisting power, and its unvarying condition regardless of temperature. In selecting sand for the purpose, it is desirable to get a very fine grained variety and to keep it in a box in a dry place. It can be used over and over again, but it must never be wet, lest the expansion due to the moisture when heated should burst the tubing in which the sand is packed.

For cold bending by machinery or in dies, sand, lead, shot, resin and the flexible spiral mandrel are used. Sand is the most convenient and the most widely used material, but it is objected to on the ground that it does not sufficiently reinforce the walls of the tube for cold bending. Those who use lead claim that it is a perfect filler because it entirely fills the inside of the tube, and is yet soft enough to offer but little resistance to the bending force. However, the

use of lead is not as economical as that of sand, because the lead must be melted in order to be poured into the tubing, and the tubing must be heated hot enough after the bending to melt the lead so that it will run out. Even then it is difficult to get it all out of the bar, and the time and labor expended in putting it in and taking it out add greatly to the cost.

The same objection applies to resin, which has the additional advantage of becoming hard and brittle when it has cooled inside of the tube. The work does not have to be reheated to so high a temperature to remove the resin as it does with the lead, however, so that for this reason, other things being equal, it is the better of the two. Fine shot, for work which is not too close, gives very good results, and has the advantage of being readily removable. Of course, the finest obtainable, should be used, and no attempt should be made to use it for hot working.

The spiral mandrel, which is nothing more or less than a stout spiral spring of the same outside diameter as the internal dimension of the tube, is exceedingly difficult to remove after the bend has been made, especially when short radius curves have been employed. Moreover, it is rather an expensive tool to use, as a different mandrel is required for each size of tubing, and as usually it must be made for the purpose. Where a great amount of similar work has to be done, however, it frequently pays to use them. Needless to say, however, their use is limited to regular repairmen. In general, sand or fine shot are the most advantageous fillers for the ordinary workman to use.

The most important consideration in bending without special tools is the heating of the tube. If the repairer has no forge, nor access to one, he may do the work in a torch flame. The forge flame may be made as small as desired by banking up the fire and placing the tube in the desired position. However, by turning on a good quantity of air and less gasolene or gas the torch flame may be well regulated.

After the tube stock for the bar has been cut and properly filled, it is placed in the flame and heated only at that point where the first bend is to be made, and only on the side which will be the outer side of the arc when bent. As soon as the spot is heated to a bright red, it should be removed from the flame and the tube quickly clamped in the vice with the heated place just projecting from the face ends. A pull on the outer end of the tube then starts the desired curve.

Only a short bend can be taken at a time, but by successive heatings, moving the place of heating along the tube as the process advances, a regular curve of the desired radius and in the desired place may be had. By not heating on the inner side of the curve, kinks and convex annular rolls in the tube wall are avoided.

Still another way of accomplishing the same result is to clamp the tube cold in the

vice and then heat it on one side as before, but by means of a gasolene torch held in the hand. With the torch the flame may be shifted along the tube much more readily than when the tube must be removed from the vise each time and placed in the forge or brazer fire. Then, too, the work is constantly in sight and the proper position of the successive heatings can be more easily determined.

In securing good results in this, as in all other sorts of mechanical work, however, much depends upon practice and the judgment which comes from experience. Despite the greatest precautions to avoid it, the tube will kink occasionally, and unless great pains are taken, there is danger of burning the tube when a forge flame is used, as the thinness of the walls render it far more sensitive than a bar of the same external dimensions.

Cause of the Motor Misfiring.

Excluding partially broken wires and loose connections probably the most prolific cause of misfiring, or irregular firing, which may be a better way of putting it, is the contact maker. Dirt or lack of adjustment will most often be found to be at the root of it and unless taken in time it will be followed by the inevitable sequel—stopping altogether and it then becomes much more difficult to locate the cause of the trouble. Another thing that sometimes makes the search a tedious one results from the fact that when tried standing the contact maker will work perfectly and a good spark will bridge the plug, but as soon as an attempt is made to run the machine on the road the trouble recurs. More often than not this will be found to arise from a lack of adjustment that is not sufficient to prevent the parts from touching when turned slowly but which will cause them to separate sufficiently through centrifugal force when running at speed to make the contact. It is a state of affairs that has caused more than one motorcyclist to tear down his carburetter, put it together again, and after hunting high and low, sit down by the roadside in a frenzy bordering on despair. And this when a turn or two or a screwdriver in the right place would remedy the trouble in a twinkling. There is no other part of the entire mechanism that is so susceptible to the ravages of wear or the presence of dirt so that it is an essential that will bear constant inspection.

Care Necessary with Generators.

Generator tanks of acetylene lamps should never be filled more than half to two-thirds full, as otherwise the swelling of the carbide in the generating process may tend to burst the receptacle. Also, care should be taken to see that no bits of carbide are imprisoned in the joint as the parts are reassembled, as in this way leaks are formed which sometimes amount to considerable more than mere annoyances.

KNEADING SAVES BLOW-OUTS

Pieper on the Causes of Detachable Tire Trouble and the way to Prevent it.

It seems a curious fact that despite the extended and rapidly increasing knowledge and use of clincher tires of the G & J type, a comparatively small number of riders acquire the simple art of replacing them in the proper manner and in such a way as to remove all possibility of securing a "pin-con," as the French term it, or, in other words, of pinching the inner tube between the shoe and the rim. Once mastered, the process is simplicity itself, and granted only that the rider understands what is to be avoided, there is little or no likelihood that he will ever suffer from such an elementary trouble. Yet, notwithstanding the simplicity of the replacing process, and the general understanding of the principle of the thing, as laid down in cold print, the average dealer's experience simply goes to prove that by far the greatest amount of difficulty with this type of tire emanates from this source alone.

In a recent conversation with a representative of the *Bicycling World*, George B. Pieper, the veteran Brooklyn dealer, emphasized this fact most strongly, and placed the blame entirely on the matter of carelessness at one stage of the process, namely, lack of proper manipulation after the shoe is in place and before inflation.

"I have had all sorts of trouble with riders who complain of being unable to use such tires because the tubes persist in blowing out," he said. "And in nearly every case, I find that the whole trouble comes from pinching the tube.

"I had an experience with one man which well illustrates the point, and simply goes to prove what a little care taken at the right time will do for the tire," he continued. "This man of whom I speak had been having a lot of trouble with his tires, and to cap the climax, had blown out three tubes in quick succession. Needless to say, he came back to me with his tale of woe, blaming the goods, and telling what an awful time he had been having, and how he would have no more of those tires. I begged him to let me put in just one tube for him, offering to set it up myself and replace it if it gave way. This he consented to do, and so I fixed him up. It was a little over a month before I saw his face again, and up to that time he had no trouble whatever—had not even put a pump to his tires.

"There are two possible sources of trouble which may arise from the same general cause, and both are easily obviated. In the first place, unless the tube is inflated to the proper degree before the second side of the shoe is put in place, there is danger that it may catch a fold of the tube and pinch it, ultimately causing it to give way, either on account of the pressure of the

shoe weakening it, or because its retention in one spot serves to prevent the slight amount of working between the outer and inner envelopes which is essential to good tire service. The second cause, which is a frequent source of trouble, ridiculous as it may seem, arises simply from neglect to catch the bead of the shoe under the flange all the way around.

"In putting on a tire, after the tube is in place, it should be inflated just sufficiently to make it round out to its full diameter, yet not enough to make it too stiff to work between the hands. Then after pushing down the edge of the shoe until it comes under the flange all around, the tire should be grasped firmly in the palms of both hands and worked around until it is seen that the bead has fully engaged the flange. This kneading process serves not simply to work the bead under the flange but also allows the tube to free itself from the grip of the edges of the shoe under which it may have been caught, the pressure of the air within it serving to fill it out into the hollow of the shoe where it is intended to go.

"It is absolutely essential that the complete inflation should not proceed until it is certain that the tube is free from the shoe and that the latter is properly seated in the rim. If at any point, the bead does not seat properly, or refuses to go under the flange as it should, the shoe should be pulled up for a few inches on either side of the obstinate point, and a second attempt made, the chances being very strong that the tube is caught under it, and is causing the whole trouble. Prying up the shoe will free it in nine cases out of ten, and no further difficulty will appear. If the thing is allowed to go in that way, on the other hand, the chances are equally strong that a blow-out will result the first time the tire is strained to any unusual degree.

"Do you know," he said, "if I was going to give just one word of advice to a novice in the handling of tires, one word and no more, mind you, it would be 'knead,' and if I told him to think of a lump of dough every time he attempted to persuade an inner tube into place, I will guarantee that he never would come in with a pinched tube, nor even with a blow-out—unless, of course, he forgot to follow the advice."

In driving finished metal parts a soft surfaced tool should invariably be used. For this purpose a well made babbit hammer serves to best advantage, though copper hammers are useful up to a certain point. After considerable use, however, they become hardened, and are of little more service than an ordinary hammer. For driving small parts and those which are especially liable to derangement from too heavy blows, it is well to use a block of hard wood, striking it with a hammer while held against the part. The less endurance of the wood, causes it to yield before the metal can be injured.

SOME OLD IDEAS BORN ANEW

Two Foreign Inventions that are Work-overs—Elliptical Sprocket one of them

A couple of recent instances well illustrates how old ideas are wont to crop out afresh at odd times and how on each arrival they are hailed with acclamation as being not simply new, but wholly revolutionary. This is perfectly true of all things mechanical, but seems to be more particularly so in the case of the bicycle than in any other line of mechanical activity. For it would appear that the cycle has been the butt of the inventors' genius to a greater extent than anything else under the sun either before or since its introduction and popularization. Like most other "novel" ideas which are newly born, every year or two, these quasi inventions usually relate to man's inveterate desire to avoid or mitigate physical labor.

Ever since the crank motion was settled upon as being the best suited to the needs of cycle propulsion by foot-power, there have been hosts of schemes set on foot for altering the distribution of the rider's effort in such a way as to make it effective throughout a greater portion of the travel, and so as to increase the amount of power derivable from the stroke of the leg. One very fashionable method among inventors at one time was to utilize some form of compound cranks which should have a variable throw, less on the up stroke and greater on the down. This has reappeared in England recently, under the charming title of the accelerator—"the Hunnable Accelerator," it is called in fact—and it consists in nothing more or less than a crank having a short arm hinged to its outer extremity, to which is attached the pedal at a point between the end of the crank and the bottom bracket. The arm is held close to the crank normally by a spring, but on the down stroke, under the influence of the thrust of the foot, moves outwardly to a position limited by a clip, and thus lengthens the stroke of the foot.

The other instance comes from France, where a Captain—one of the many French Captains one reads about—has just "perfected" one of those long since exploded "phenoms," an elliptical sprocket, which is supposed to give the advantage of a long leverage at the point of weakest and least advantageous effort, and a short leverage at the point where the foot is working to the best advantage. The machine apart from this feature, is perfectly normal, and the only novelty in its action arises from the lessening of labor brought about by the elliptical shape of the sprocket, and the consequent advantage.

"Motorcycles: How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 7, 1906.

Mud Marks the Limitation.

When rain falls, all vehicles save ships are at a disadvantage; when rain falls on dirt roads all vehicles that roll on wheels suffer inconvenience, generally in proportion to the number of their wheels and to their tire equipment. Rain or dirt makes mud; mud is as unstable as it is tenacious, which is to say that by its nature it is both slippery and adhesive. When mud adheres to wheels, progress is impeded; when wheels slip, danger is invited. Unless the mud be very deep, the vehicle with four wheels which is drawn by a horse is impeded not more than that vehicle shod with rubber tires which is propelled by a motor, and it slips less. When the rubber-tired vehicle is possessed of but two wheels, and whether it be propelled by motor or muscle, mud always has and always will play sad havoc, which is to say that the bicycle in any form has its limitations, and that that limitation is reached when mud is reached.

It is not so surprising, therefore, that the Federation of American Motorcyclists' endurance contest from New York to Rochester was turned into almost a rout in the last 40 miles. Conditions considered, it could not well have proven otherwise.

Men may be able to withstand descending torrents, but bicycles cannot withstand, or rather upstand, when the torrents convert roads into morasses. The wonder is not that only eleven of the contestants reached Rochester, six of them with perfect scores, but that any of them reached that designated destination. The conditions were such as rarely were paralleled in the history of contests; they were such as not even the participants in the form of contest styled an endurance contest should be of right expected to endure.

If great glory is reflected in the persons of the eleven successful riders, the twelve who succumbed to the torrents of water and the seas of mud are not to be overlooked. One is not required to close an eye to call up that the efforts to persevere called for courage and tenacity that smacked of the heroic. No reason exists why the unsuccessful contestants should feel badly because they fell almost within sight of the goal. Even before the elements lashed themselves into a fury and the roads were impassable grease and adhesive mud, they had proven their ability to endure. The contest was a strenuous one from the outset. Nor is there any reason why the enthusiastic motorcyclist should be discomfited by the apparent "slaughter" of his chosen mount. As has been stated, no vehicle that rolls on two wheels is, of its very nature, capable of withstanding mud. Mud was responsible for the failures, as it has been responsible for failures in yesteryears and as it will be responsible for failures in years to come. Cycling belief and enthusiasm of whatever intensity cannot withstand the force of this great truth.

Justice for the Hen.

British justice is a never-failing source of amusement to the entire world outside the confines of the "tight little isle," for strange though its statutes may appear to the uninitiated, their interpretation by the local judiciary is even more wonderful and startling in its nature. In all the cases evoked by the pastime of cycling from its inception down to the present day, however, it is safe to say that nothing in the way of burlesque logic can in any way approach the reasoning of one Judge Ghent in the Dewsbury County Court, when he charged a bicyclist with "one shilling" damages for running over a hen on the ground of negligence in ringing his bell.

Just how the accident came about does not matter so very much in face of the fact

that the trial brought forth no question as to the rider's ability to control his mount, nor any doubt as to whether he was riding carelessly at the time. The only charge of negligence which could be brought to bear on the case was that to ring the bell when approaching a hen in the road might tend to frighten her. It was the judge himself who advanced this very remarkable theory, and as there was no one present who could offer objection as to the soundness of the probability, the matter was allowed to stand in that way, and the rider was sentenced accordingly. His own counter-claim for damages due to a fall, was dismissed, and he was sent on his way sorrowing.

Taking the verdict as a criterion of the present opinion of the English bench in regard to the status of the hen in the road, it would rather appear that the cyclist has been placed in a most trying position. For to fail to warn a pedestrian of his approach by use of the bell being counted negligent, and to ring the bell in the vicinity of a hen, being counted equally wrong, the unfortunate cyclist who meets both a hen and a pedestrian at one and the same time, is obviously placed in a very embarrassing situation, and one from which he cannot possibly extricate himself except by dismounting and leading the machine. But here, since the law still considers him a cyclist although he is not riding his machine, he cannot wholly escape from culpability by the simple act of dismounting, so that in order to clear himself entirely, he must abandon the wheel and proceed on foot until both the hen and the pedestrian have disappeared, when, it is to be presumed, he may be free to return and remount his machine.

Recurrence of Old Ideas.

Few inventions of modern times but have had to bear the brunt of the experiments of the man possessed with the idea that he had discovered a means of getting more power out of a device than was put into it, than has the bicycle. His name is legion, of course, and he has thought out more contraptions and absurdities than such purely chimerical subjects as perpetual motion or extracting gold from sea water have ever brought forth—probably more than both combined will ever be responsible for. And they have all gone the way of their predecessors; unwept and unmourned they have gradually faded away into that limbo of forgotten things that are so numerous and so variegated that the property clerk at a

metropolitan police headquarters would not know where to begin to classify them.

It would seem likely that the majority of efforts in this direction would center on the purely propulsive part of the mechanism such as the cranks, chain and the like and, at a glance, this would appear to be the case. But the frame came in for no small amount of attention at the hands of this gentry also, while there was an occasional enthusiast who took the trouble to add an auxiliary pair of cranks or levers to be worked with the hands. A look through old volumes of the cycling papers of a decade and a half ago, is like uncovering the dead pasts—like disturbing memories that have been reverently laid to rest forever and a day. And such it is, for it is very doubtful if any of those weird "thingumbobs" in the shape of chains and cranks that were destined to revolutionize things utterly will ever see the light again. If it were not for the contemporaneous record of their creation and disappearance represented by the cycling press of their day, it would be difficult to make subsequent generations believe that such wild flights of imagination had ever actually materialized.

New Yorkers got few of the Pots.

For the second time this year, Victor J. Lind and J. H. Bennett, of Brooklyn, on Wednesday, July 4th, journeyed down to the outlawed Union Lake Park, at Millville, N. J. This time, however, they did not bring home so many prizes.

Ranagan, an old-timer, hailing from Vineland, won the mile novice easily, beating out in the final heat R. Hemple and F. Hemple, of Atlantic City, in this order. Mori, of Vineland, got first in the one-mile open; Charles Van Doren, of Atlantic City, second, and Ranagan third. Time, 2:22. Mori won the five-mile handicap, with Victor J. Lind second and Bennett third. Time, 13:02. A large crowd witnessed the races. The summaries follow:

One-mile novice—First heat won by R. Hemple, Atlantic City; second, J. Ranagan, Vineland. Time, 2:42. Second heat won by Cusark, Atlantic City; second, J. Chew, Millville; third, F. Hemple, Atlantic City. Time, 2:34. Final heat won by J. Ranagan; second, Richard Hemple; third, F. Hemple. Time, 2:38.

One-mile open—First heat won by Mori, Vineland; second, Charles Van Doren, Atlantic City. Time, 2:44. Second heat won by Ranagan, Vineland; second, R. Hemple, Atlantic City; third, Bartholomew, Vineland. Time, 2:32. Final heat won by Mori; second, Van Doren; third, Ranagan, Time, 2:22.

Five mile handicap—Won by Mori, Vineland; second, Victor J. Lind, Brooklyn; third, J. H. Bennett, Brooklyn. Time, 13:02.

BLUE FUNK AT VAILSBURG

Pros on Strike, Few Attend to see Amateurs and Doubt and Dullness Prevail.

"I did not know that so many Germans came out to see the races," said one of the officials at Vailsburg track last Sunday. What brought forth this remark was the size of the attendance. From two and three thousand it had dwindled down to those figures in hundreds. Two things mitigated against the success of the meet on Sunday. Naturally, the strike among the professional riders and the absence of the "cracks" caused a decrease in the number of spectators, but what caused the majority to remain away was the fact that a Saengerfest or some other kind of German song festival had swooped down on the town. As Newark is largely composed of Germans, of course nearly everybody attended the singing jubilee. There were no professional races and but three amateur events occupied the program; these did not provoke any great amount of enthusiasm.

When approached after the races and asked if he intended to keep the track open, Mr. Bloembecke said:

"Well, I am going to stick it out as long as possible. If the amateurs will help me I will keep the track open and do away with the professional events. If the professional riders think they can hold out longer than I they are greatly mistaken. I am a good loser, but I cannot not afford to throw money away and then throw more after it. To tell you the truth, there has been only one meet this year on which I have made money."

So far as the Bicycling World man has been able to determine, the reason Vailsburg races have not been entirely successful this year is two-fold, and the fault lies entirely with the promoter. First of these reasons is that he did not make any great effort to secure champion professional riders—the kind that draw the money spending crowds. Why? Because he says he cannot afford to pay them enough. Fifty dollar firsts will draw the riders and if the riders are there the crowds will come. But, back of all and in fact the underlying principle of all successes is personality. A man who will talk to others as good fellow to good fellow and not as master to hireling is the kind of a man who leads men, and one whom men are happy to follow. This allusion is not particularly personal—it is simply illustrative. It is evident that the amateur riders who have this year contested at Vailsburg Sunday after Sunday, have done so more from sportive instinct than for reasons of commercial gain, for the prizes have been miserable. In fact, the writer knows of one rider who became so disgusted with his first prize—a watch—that he took it to a pawn shop and the pledge receiver would not advance him six dollars on it. On the program it was valued at \$35, too.

As regards last Sunday's races, the con-

tests were as full of ginger as ever, but the inexplicable something made everyone more or less depressed. What promised to be the best event of the afternoon—the ten mile open in which forty-six riders started—was marred by a spectacular spill in the ninth lap, when twenty-seven riders went down. Several of them remounted and finished the race, but many of the machines and riders were put out of commission in the general melee. There was a lap prize and Joseph M. Eifler, the sturdy young plugger of the Century Road Club Association, corralled thirteen of them. Louis J. Weintz, National A. C., led at the first mile and J. M. Eifler headed the procession the second and third. Frank McMillan led the fourth, an unknown the fifth, Joe Eifler the sixth, August Huron the seventh, Ben Hill the eighth and Joe Eifler the ninth. As the bell rang out the last lap Joe Eifler was in the lead, followed by Jacob Magin, George Cameron and A. C. Spain. Cameron assumed the lead on entering the last stretch and Spain came through on the pole with Dave Mackay fast closing up the gap on the outside. At the tape Cameron led Spain by four inches, Mackay being two inches behind. The judges, however, of which, by the way, there were just two to pick four winners, gave Mackay second place over Spain, who really got it easily. One of the pluckiest rides was made by Victor J. Lind, who came in fourth. Lind was among the seven and twenty who fell on the back stretch and after a long unpaced pursuit and notwithstanding a severe nose-bleed, he kept on, caught the leaders and finished for a prize. Just how the big spill occurred no one seems to know, but it is claimed Martin Kessler and Charles Jacobs both looked around the wrong way and came together.

Frank W. Eifler, of the Roy Wheelmen, won the final heat of the one-mile handicap from scratch in clever fashion, after pulling the back markers up to the limit men and out-sprinting George C. Cameron, New York A. C., and Henry Vanden Dries, Edgcombe Wheelmen, on the last lap. Wellington Smith, a former Irvington-Millburn time prize winner, came in fourth.

The three-quarter mile novice developed into a Newark family affair, three local boys winning all the prizes. The summaries:

Quarter-mile novice—Won by Ed Herr, National Turn Verein Wheelmen; Gus Eberle, National Turn Verein Wheelmen, second; William Webber, Pierce Wheelmen, third. Time, 0:34½.

One mile handicap, amateur—Won by Frank W. Eifler, Roy Wheelmen (scratch); George C. Cameron, New York A. C. (scratch), second; H. Vanden Dries, Edgcombe Wheelmen (20 yards), third; Wally Smith, National Turn Verein Wheelmen (60 yards), fourth. Time, 2:10¾.

Ten-mile open, amateur—Won by George C. Cameron, New York A. C.; David Mackay, Newark, second; A. C. Spain, Bloomfield, third; Victor J. Lind, Park Circle Club, Fourth. Time, 25:21¾.

RECORDS GO AT SALT LAKE

Lawson and McFarland do the Fracturing—
Sport Charged with Excitement.

Salt Lake City, June 26.—If there has been any doubt as to W. E. Samuelson's reversal of form it was settled conclusively to-night, when he pitifully went down to defeat before the elongated Californian, Floyd McFarland. "Long Mac" met and trounced the erstwhile Salt Lake favorite, once called the "Pride of Provo," in a five-mile tandem-paced match race, and it was accomplished so easily that McFarland actually smiled as he crossed the tape sitting up.

From several points of view to-night's meet was the most successful held this year. The crowd numbered over 4,000 and the manager was compelled to close the doors when every inch of standing room was taken up, and more than 1,000 would-be spectators were denied admission. That the game pays here, there is no doubt. The receipts of to-night amounted to \$1,200. The expenses in prizes in the amateur and professional races amounted to \$190; McFarland got \$150 for walloping Samuelson, and the latter received \$50; the incidental expenses of the meet totalled \$110. This leaves the management a clear profit of \$700, not bad for one meet.

Above all, the races each and every one, were exciting to the utmost degree and in addition two world's records went the way many others have gone and will continue to go on Salt Lake's splendid saucer. While McFarland's record of 9:53 in his five-mile match race cannot exactly be classified, it is, nevertheless, a record for human pace. The reason it cannot be classified is that the records have not been kept since human pacing went out of vogue several years ago. The other record was set up by Iver Lawson in the three-quarter mile handicap, he riding the distance from scratch in the marvellous time of 1:21 $\frac{3}{4}$. The old figure was held by C. L. Hollister and was 1:22 $\frac{1}{2}$, made in Salt Lake last year.

By far the best race of the evening was the final of the three-quarter mile handicap in which Norman C. Hopper crossed the tape in front of Iver Lawson. Fogler and Pye were the men used to pull Lawson to the limit. For some reason Lawson did not swing into the lead after he had caught the long markers. Probably he was waiting for one of those spreadeagle sprints that make the rest of the bunch look like selling platters. At any rate, he started the sprint and was making hay when one of the upper mark men swung him up the bank. Lawson lost his stride for an instant and this instant lost him the race, Hopper jumping across the tape first by a fraction of a second. In his heat of the race Law-

son set up another world's record, but the announcer overlooked the fact until a "fan," who carried a copy of the spring number of the *Bicycling World*, which contains all the records to date, called his attention to the fact.

Jack Hume, of the tall frame and "kitchen stove" sprint, sought new worlds to conquer with "Duck Soup" Turville as pilot. Hume set out to set up a mile paced record but his rear wheel collapsed after he got going and the Ogdenite took a toboggan on the saucer.

The mile open was easy first for Lawson, easy second for McFarland, easy third for Downing and an easy meal ticket for Fogler. The summaries:

Three-quarter mile handicap, professional



IVER LAWSON,
Who has been giving the records a shaking up.

—Qualifants: Saxon Williams (65 yards), N. C. Hopper (60 yards), S. H. Wilcox (70 yards), Ben Munroe (100 yards), Iver Lawson (scratch), Joe Fogler (10 yards), Jack Burris (75 yards), Ernest Pye (45 yards), and J. E. Achorn (110 yards). Final heat won by Norman C. Hopper, Minneapolis, Minn.; second, Iver Lawson, Salt Lake City; third, S. H. Wilcox, Salt Lake City; fourth, Ben Munroe, Memphis, Tenn. Time, 1:21 $\frac{3}{4}$. World's record, 1:21 $\frac{3}{4}$, made by Iver Lawson in second heat.

One-mile open, amateur—Qualifants: Jack Hume, Fred West, Phil Wright, Hal McCormack, John Berryessa, R. Diefenbacher, F. H. McLaughlin, J. E. Holliday, and P. Giles. Final heat won by Jack Hume; second, J. E. Holliday; third, Fred West; fourth, R. Diefenbacher. Time, 2:04 $\frac{1}{2}$.

Half-mile open, professional—Qualifants: Floyd A. McFarland, Joe Fogler, S. H. Wilcox, W. E. Samuelson, Ben Munroe, Walter Bardgett, Iver Lawson, A. J. Clarke, Hardy K. Downing. Final heat won by Iver Lawson, Salt Lake City; second, F. A. McFarland, San Jose, Cal.; third, H. K. Downing, San Jose; fourth, Joe Fogler, Brooklyn. Time 0:59.

Five-mile match race between F. A. McFarland and W. E. Samuelson (tandem pace)—Won by McFarland. Time, 9:53, world's record.

MUNROE WINS AT LAST

Captures Motor Paced Event at Salt Lake
—Lawson Again Breaks Record.

Salt Lake City, June 28.—For the last week or so the meets at the Salt Palace saucer have been notable for the breaking of records; to-night's meet was no exception, two world's marks going by the boards and, as usual, Iver Lawson figured in the breaking. Jack Hume, the tall University of Utah sprinter, also set up a new amateur mark in the three-quarter mile handicap.

Lawson's performance was made in the two-mile lap handicap, which was, by the way, one of the cleanest professional races seen this season, and so far as the *Bicycling World's* correspondent was able to figure out, not a single combination was in evidence. Starting from scratch, Lawson, who wears the "skiddoo" numerals, almost beat the pistol and had "nailed" Hardy Downing on twenty yards before the latter had given two kicks to the pedals. Nearly every lap some one tried to run away from the bunch, which enlivened the race considerably. Three laps from the finish Williams made a bid for the lead, and Lawson quickly tacked on, with Clarke, the Australia champion, trailing. Then the spectators saw the "Flying Swede" give another exhibition of his marvellous sprint and easily cross the tape first. The time was 3:47 $\frac{3}{4}$, a world's record. The old mark was 3:48, made by Samuelson.

Jack Hume also broke a record in the final heat of the three-quarter mile handicap. Like Lawson, Hume beat the gun and had caught the man ahead before the latter had fairly started. Four laps from the tape Hume went out ahead, with Fred West hanging on. In the bell lap, West challenged, but after a neck and neck struggle weakened and fell back to third place. Hume's time was 1:25 $\frac{3}{4}$, which lowers the record made by J. H. McCormack—1:26 $\frac{1}{2}$ —at Ogden last summer.

The one-mile invitation was an easy win for Saxon Williams, who beat out S. H. Wilcox, Jack Burris, J. E. Achorn, Emil Agraz and Worthington L. Mitten, in this order. The time was not announced.

Three of the "chug-chug" machines went wrong in the ten-mile motorpaced race but not until the spectators saw an exciting struggle. Smith, who got the poorest start, was soon lapped by Munroe and Redman. From third place Hardy Downing, paced by Turville, slowly cut down the lead of the others until he was within whispering distance of Munroe. For nine laps they chased each other around the saucer, until in the tenth lap Downing scooted past Munroe. The Memphis man's motor went wrong and

Downing lapped again. Then when the San Joséan apparently had the race "cinched" his machine developed a case of motoritis. Suddenly the front forks of Turville's motor gave way and machine and rider slid down the bank. It was fortunate that they were traveling at slow speed or Turville surely would have been killed. From then on Munroe had an easy thing of it although Redman challenged several times. At the finish Smith had been lapped ten times by Munroe, who finished first, and six times by Redman. Time, 16:23½.

Jack Hume tried for the mile amateur paced record held by himself but missed the mark by nearly two seconds. The summaries follow:

Three-quarter mile handicap, amateur—Qualifants: Philip Wright (110 yards), Peter Giles (30 yards), Jack Hume (scratch), Hal McCormack (25 yards), Fred West (20 yards), Al Crebs (70 yards), John Berryessa (45 yards), C. P. Richardson (120 yards), A. F. Burrows (115 yards), A. L. Bird (90 yards), and R. Dieffenbacher (60 yards). Final heat won by Jack Hume; second, Phil Wright; third, R. Dieffenbacher; fourth, P. Giles. Time, 1:25½, world's record.

One-mile invitation, professional—Won by Saxon Williams; second, S. H. Wilcox; third, Jack Burris; fourth, J. E. Achorn; fifth, Emil Agraz; sixth, W. L. Mitten. Time not given.

Two-mile handicap, professional—Won by Iver Lawson (scratch); second, A. J. Clarke (55 yards); third, Saxin Williams (75 yards); fourth, S. H. Wilcox (105 yards); fifth, Norman C. Hopper (45 yards). Time, 3:47¾, world's record.

One-mile motorpaced exhibition—By Jack Hume. Time, 1:28¾.

Ten-mile motorpaced, professional—Won by Ben Munroe; second, Iver Redman; third, E. Smith; fourth, H. K. Downing. Time, 16:23¾.

Rain Spoils Many Holiday Meets.

Since time began, or, rather, since bicycles became popularized, the cyclists' worst enemy has been the fabled Jupiter Pluvius. On holidays, in particular, or whenever there happens to be scheduled an interesting race or series of events, this god of rain seems to take keen delight in disappointing thousands on race meet day. To come to the point, the rain last Wednesday put a damper on things in the east. There were particularly good cards framed up at Vailsburg and New Brunswick, both of which had to be postponed until to-morrow, 8th ult. The 25-mile road race of the Century Road Club, scheduled for the 4th, had to be laid over until to-morrow also. Rain has impeded Revere Beach's success in a very discouraging way. Last Saturday the six-times postponed meet was billed but a wet track caused a further postponement until July 4th; now the promoter will attempt to run the meet to-night, but more than likely it will rain.

KRAMER MEETS DOUBLE DEFEAT

Both Poulain and Friol Take his Measure— Is Coming Home to Retire.

Eight thousand persons saw Gabriel Poulain, the world's champion, trounce Frank L. Kramer and Emil Friol, champions respectively, of America and France, in a three heat match race at Neuilly, on June 21. The first heat was at 1,000 metres and Kramer had the heat well in hand after a fifth of the distance had been traversed. He crossed the tape a half-length in front of Friol, with Poulain third by a length.

Poulain, by an audacious jump, wiggle and sprint, won the second heat, 900 metres, when the spectators had begun to predict a victory for Kramer. Upon entering the stretch Kramer led, when suddenly Poulain, who had been trailing by three lengths, shot up the bank and down between Kramer and Friol with such speed that he reached the finish two lengths in front of the American, Friol getting third.

The world's champion sleighrode until near the finish when he executed another lightning jump and sprint and took the lead. Kramer responded nobly, but he apparently had not the speed, Friol passing on the straight and finishing a length behind Poulain. The time of the first heat was 1:51½, the second, 1:31½, and the third, 1:45¾. Poulain was given five points, Kramer six and Friol seven.

Frank L. Kramer suffered defeat by Emil Friol, the champion of France, in a three heat match race at Limoges, on June 24. In the first heat, Friol was in third position at 400 metres to go, with Kramer leading and Micheaud, the other contestant, in second place. Friol surprised his opponents by a quick jump and gained two or three lengths before Kramer could get into his stride. He beat the American easily. Kramer won the second heat from Friol by half a wheel, Michaud again running last. In the third and last heat Friol led at 300 metres with Kramer following. In the sprint across the tape Kramer trailed by half a wheel. By winning two heats Friol gained the victory with 4 points. Kramer had five points and Michaud nine.

Before sailing for America, President A. G. Batchelder, of the National Cycling Association, made a last effort to induce American Champion Frank L. Kramer to remain in Europe long enough to contest the world's championships to be held in Geneva, Switzerland, the latter part of this month, according to L'Auto. This Kramer emphatically refused to do.

"The climate of Europe does not agree with my health and I do not care to damage my reputation by riding when I do not feel well," he is quoted as saying. "Will you return to Europe next year?" the champion was asked. "It is hardly probable,"

Kramer answered. "It is my intention to quit the game after this year's American championship. If some extraordinary proposition is made I may change my mind, but it is doubtful."

Moran no Match for Walthour.

Robert J. Walthour literally rode rings around James F. Moran, the Chelsea milkman, in their motorpaced match race at Atlanta, Ga., on Tuesday night of last week, 26th ult. Each heat was at five miles, but the first was the most exciting.

For about two miles Walthour and Moran rode about even, when the fair-haired Atlantan began to gain. Moran, however, called to his pace for more speed and had got even again with Walthour at three miles and two laps later he passed. At the fourth mile Moran led by fifteen yards, and then began the most exciting paced race that the Atlantans have witnessed in a long time. Walthour tried time and again to pass Moran on the banks but the Chelsea held him off until four laps to go, when Gus Lawson espied an opening and dashed through. The finish was fairly close for a paced race, Walthour winning out by less than a quarter of a lap. Time, 7:43.

Walthour began to gain from the start in the second heat and when the fourth mile was reached had gained half a lap. At the north end of the track, Moran had a slow puncture which finally caused him to fall. He was skinned considerably but persisted in finishing the race. After he had been patched up and his tire fixed, Moran remounted. Walthour would not take advantage of the lead he had gained through Moran's puncture, so they started the last mile on even terms. Walthour won out by ten yards. Time, 7:54.

Milton Elliott won the one-mile open in clever fashion, sprinting the last two laps against Norton, who finished second. The time was 2:21.

Dick does good work at Dunkirk.

James Dick, the crack indoor rider of Buffalo, made the biggest killing in the bicycle races at Dunkirk, N. Y., on July 4th. Dick, with a handicap of 1 minute 30 seconds, captured first place and second time in the twenty-mile road race promoted by the Dunkirk Cycle Club, and in the Young Men's Christian Association races he took firsts in the mile and two-mile races and a second in the half-mile. Hollinden started from scratch in the 20-mile road race and took first time and fifth place. He passed eleven riders, including some of the best riders in northern New York. In the half-mile open, Hollinden beat out Dick by less than a wheel's length and he finished second in the one and two-mile events. Stegelmerci, of Buffalo, was third in the two-mile race and sixth in the 20-mile handicap. Mannogg finished second, crossing a few seconds behind Dick. Hollinden's time for the 20 miles for 49 minutes 50 seconds and Dick covered the course in 50:15.

Most Memorable of Motorcycle Endurance Contests

F. A. M. Event Develops into a Test that Stretches Human Endurance to the Limit—Blinding Rain and Seas of Mud Play Sad Havoc Almost in Sight of Goal—
Only Eleven Men Reach Rochester.

It is possible that the Federation of American Motorcyclists' national endurance contest, which occupied Monday and Tuesday last, July 2nd and 3d, will be the last contest to bear that title.

That possibility was discussed in advance of the fray and while a twelve-month frequently effects changes of mind, if the possibility proves to be the fact, the contest of 1906—the fifth of the line—well may be written a fitting climax. None that went before was so true to its title. It had been supposed that the memorable wallow in the sandbeds of Delaware and Maryland in July, 1904, was about the limit of endurance, but that was before a journey of 390 miles from New York City to Rochester, N. Y., much of the way through mud and driving rain, had been even dreamed of.

It was on Monday and Tuesday last that that journey was undertaken. Of the 34 men who undertook it but 11 accomplished the feat—for certainly it rose to the glory of a feat. To those whose perception is keen and hearing acute, these few figures well speak in trumpet tones of such a test of endurance as men and machines rarely have been subjected to. That 23 men should fall by the wayside appears like appalling "slaughter," but the wonder is not that 23 fell, but that so many as 11 survived and that 6 of the 11 actually were able to maintain from end to end the scheduled rate of 15 miles and thereby reach five specified controls with the exactitude of railway trains.

"It was the first real endurance contest that ever has been held," was the enthusiastic greeting of Stanley T. Kellogg to an F. A. M. official at Rochester.

Kellogg was one of the six human clocks who performed perfectly. And "human clock" is not a half-bad term to describe Kellogg. He is a lightly built bundle of highly tempered hair springs and finely strung machinery, set in an attractively chiseled case. His appearance rather suggests a drawing room timepiece. But Kel-

logg is no mere parlor ornament. He proved it on Monday and Tuesday for perhaps the twentieth time, but never quite so convincingly. For two days he had sped up hill and down, on smooth roads and on rough, on wet roads and on dry, through mud and through sand, in sunshine and in rain, over stone studded trails and into and out of furrows deep in slimy mud and water.



F. Y. WHITE,
who came all the way from Texas to endure.

He slipped and he slid, and occasionally fell, only to rise again and always he was in front or near the front. He was first to reach the Rochester goal and when he had shed his water-soaked and mud-spattered khaki clothing and gave voice to the remark quoted, his eyes were bright and clear, his cheeks full and rosy, and, neat as wax, he looked as if he had but just stepped down from a bank clerk's stool. He was neither drawn nor haggard nor red-eyed. George N. Holden and John A. Schleicher were other rather lightly set-up and finely strung chaps who did not look like the players of endurance parts. But Holden is a seasoned veteran and was on time throughout; Schleicher had not a perfect score, but he had "survived" and there's more glory than usual in the survival. He was an unknown when he started, but he proved that he knows how to endure and is fit to rank with those other ten "master motorcyclists"

viz., Kellogg, Holden, S. J. Chubbuck, Oscar Hedstrom, J. B. Derosier and Bert T. Barrows, who earned gold medals emblematic of perfect performances, and of Edward Buffum, W. F. Mann, L. J. Mueller, B. A. Swenson, to whom, with young Schleicher, will be awarded the silver that will denote the contestant who "got there a little late but who got there just the same."

How these awards are esteemed was well illustrated by the remark of one of the 24 who endured valiantly, but not quite valiantly enough—A. S. Noonan—Noonan, of Rome.

"Those medals will be worth having—there will be so few of them," he commented.

They certainly will be mementos of a contest which at times rose to the heroic. The men of right will possess the medals, but they must share the glory of that long, hard flight with the machines that bore them so faithfully and it is glory that cheerfully will be shared. Five Indians and one Yale were those that helped on to perfect scores. Two Indians, two Yales and one R-S earned their riders survivors' medals. Twelve others, men and machines, came near to the goal and the glory. They failed only in that last slough of despond between Lyons and Rochester.

There were other sloughs but this was the worst of all. The road had been "worked" as only American roads are "worked," which is to say, the earth had been scraped from the sides of the road and then "crowned." Rain had fallen. The road was soft and slippery when the first of the men passed over it. Then the water came from above in a perfect deluge. It almost drowned the riders. They could scarcely see whither they were going. The soft inclined sides of the "crown" became like toboggan slides. Men fell only to rise and fall again and to repeat the performance again and again. Some sought relief in the grass and weeds at the roadside, others walked or sought the railroad tracks or

HOW THEY ENDURED AND WHERE THEY "DIED" IN THE F. A. M. ENDURANCE CONTEST.

RIDER.	Horsepower.	Machine.	Coaster Brake.	Coll.	Tires.	Peekskill, 44.6 M.	Poughkeepsie, 78.3 M.	Hudson, 116.9 M.	Albany, 152.8 M.	Amsterdam, 186.8 M.	Little Falls, 228.8 M.	Utica, 252.8 M.	Rome, 267.8 M.	Syracuse, 307.8 M.	Lyons, 358.3 M.	Rochester, 389.5 M.
Stanley T. Kellogg, Springfield, Mass.	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Oscar Hedstrom, Springfield	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
S. J. Chubbuch, Toledo, Ohio	2	Yale-California	Corbin	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
J. B. DeRosier, Springfield, Mass.	1 3/4	Indian	Morrow	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Bert S. Barrows, Springfield, Mass.	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
George N. Holden, Springfield, Mass.	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
John A. Schleicher, Mount Vernon, N. Y.	2 1/4	R. S.	Thor.	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	Late
Louis J. Mueller, Cleveland, Ohio	2 1/4	Indian	Morrow	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	Late
B. A. Swenson, Providence, R. I.	2 3/4	Yale-California	Corbin	Dow	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	Late
W. F. Mann, Yonkers, N. Y.	2 3/4	Yale-California	Corbin	Dow	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	Late
Edward Buffum, Toledo, Ohio	2 1/4	R. S.	Morrow	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
William Schleicher, Mount Vernon, N. Y.	2 1/4	R. S.	Morrow	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
George Wagner, St. Paul, Minn.	3	Wagner	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Harold H. Brown, Boston, Mass.	2 1/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
J. I. Brandenburg, New York City	2 1/4	R. S.	Thor.	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Fred. A. Baker, New York City	2 1/4	R. S.	Thor.	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Henry Jarmie, New Haven, Conn.	2 1/4	R. S.	Thor.	Dow	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Edward Brereton, New Haven, Conn.	1 3/4	R. S.	Thor.	Dow	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
A. S. Noonan, Rome, N. Y.	2 1/4	R. S.	Thor.	Dow	Goodrich	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Benton Fremont, New York City	3	Wagner	Morrow	Wagner	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
E. W. Goodwin, Brooklyn, N. Y.	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
W. E. Damoth, Hammondsport, N. Y.	3	Curtiss	Morrow	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
J. F. Cox, Jr., New Haven, Conn.	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
A. B. Coffman, Toledo, Ohio	2	Yale-California	Corbin	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
C. H. Bobb, New York City	3	Wagner	Morrow	Wagner	Fisk	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
W. E. Deane, Brooklyn, N. Y.	3	Wagner	Morrow	Wagner	Fisk	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
E. Y. White, San Antonio, Texas	1 3/4	Thor.	Corbin	Newport	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Walter Goerke, Brooklyn, N. Y.	2 1/4	R. S.	Thor.	Splitdorf	Goodrich	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Gus Johnson, Reading, Pa.	2 1/4	R. S.	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Henry J. Wehman, New York City	5	Curtiss	Morrow	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
F. M. Dampman, New York City	1 3/4	Indian	Corbin	Splitdorf	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
John F. McLaughlin, New York City	5	Curtiss	Morrow	Autocoil	G. & J.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
E. A. Cavena, Buffalo, N. Y.	3	Thomas	Corbin	Dow	Goodrich	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
E. F. Brooks, Elizabeth, N. J.	1 3/4	Indian	Corbin	Splitdorf	Fisk	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.

the canal tow-path nearby. All had the "time of their lives"—a strenuous, very strenuous time. They will not soon forget it. Broken pedals, bent frames and twisted handlebars, not to mention tired nature, overcame eleven of them. Those who came "so near and yet so far" were William Schleicher (R-S), George Wagner (Wagner), Harold H. Brown (Indian), J. I. Brandenburg (R-S), Fred A. Baker (R-S), E. W. Goodwin (Indian), Henry Jarmie (R-S), Edw. Brereton (R-S), A. S. Noonan (R-S), J. F. Cox, Jr. (Indian), and B. Fremont (Wagner).

The scene at the official headquarters in Cobe's garage, in West 108th street, was one of bustling activity from 3:45 a. m. until 3:55 a. m., Monday; from eight o'clock Sunday up to that time there was activity, but of a quieter sort and Control Manager Frank L. Valiant and his assistants, W. B. Widmayer and F. W. Horenburger, had their work cut out for them in affixing lead and wire seals around the cylinders of the motors and pasting numbers on the gasoline tanks. Nearly all the machines were in the garage at eight o'clock, so that this work was facilitated somewhat and was completed by midnight. Then the eye-sore and weary officials tried to snatch a few winks of sleep in the tonneau of a touring car, but no sooner had they closed their eyes than Harry A. Gliesman rode up, with muffler cut out, awakened them, and insisted that all hands come out and take a drink with him. He finally was persuaded to go to sleep on the steering wheel of the aforementioned automobile. At exactly fifteen minutes before four o'clock the contestants began to sign up, and how the entire thirty-four managed to affix their signatures to the control sheet in the short

space of ten minutes, is something that the men in charge are wondering over yet. The start was made from One Hundred and Tenth street and Broadway and at two minutes of four all were lined up in several divisions, the Indians, R-S's, Yale-Californias and Wagnerites, together, each waiting for the signal that would start them on the 390-mile contest. One of the notable and commendable features of the preliminary preparations was the noticeable quietness that prevailed. There was no running up and down the street, with mufflers wide open, to test the machines, and in fact, not one Broadway resident was awakened out of his early morning sleep. Few outsiders knew that anything unusual was transpiring on Broadway and it was not until a few minutes before four when the contestants ran up from 108th street to the starting point that a policeman appeared. Then, attracted by the muffled explosions in the engines, three patrolmen put in appearance, but after asking what was going on took only a mild interest in the proceedings. Roundsman Casey, of course, was there on his motorcycle and while Casey was delivering an oration to the waiting riders about running out of the city slowly, Valiant, the starter, was telling them the identical thing, with additional caution to keep their mufflers religiously closed until safely out of the city limits. The dawn was just beginning to break at the time for the start and E. Y. White, who had come all the way from San Antonio, Texas, to enter the run, sniffed the air a few times and then "reckoned they'd have right smart rain before they got to Rochester." It certainly looked threatening. At exactly 4 a. m., to the second, the starter blew the whistle and thirty-two of the contestants were soon swallowed up in the early morning mist,

with Roundsman Casey leading the procession. The two who did not start on time were R-S men, one of whom replaced a seat-post, the other waiting for him. Ten minutes after the others had left they got under way, and H. A. Gliesman accompanied them for several miles. Sales Manager George W. Sherman, of the Reading Standard Cycle Mfg. Co., and F. C. Cornish, Newark agent for the Yale-California, were among the few persons who saw the riders off.

Peekskill, N. Y., 44.6 miles distant, was the first checking point. The road is hilly and hard and nothing worse than several stretches of loose stone was encountered. The puncture fiend was early astir, however, and shot several shafts, but the riders used their throttles to such good purpose that nearly all of them were in Peekskill long before the checker had hoisted his flag or had his checking sheets ready for their signatures.

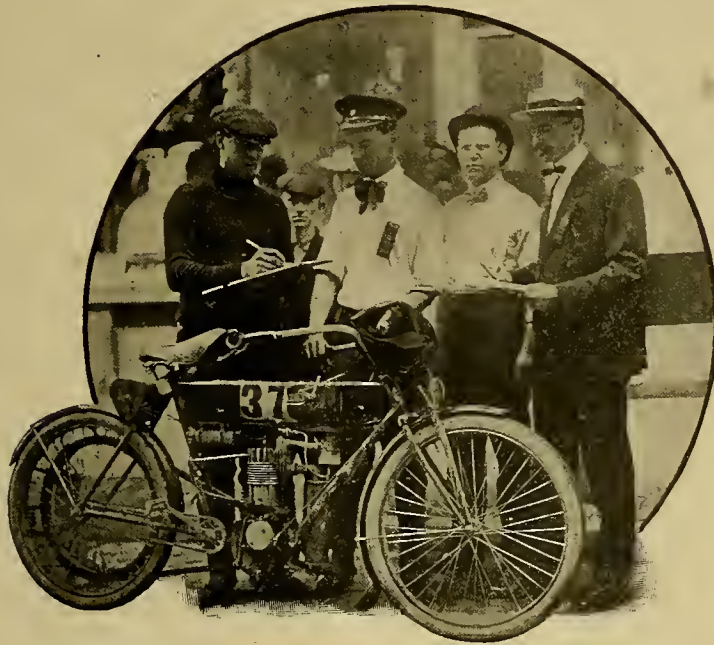
Poughkeepsie, 78.3 miles, was the first control. The contestants were due to be timed there between 8.58 and 9.28 A. M. Arriving at any control ahead of time entailed the spoiling of perfect scores or instant disqualification. Rain began to fall before Poughkeepsie was reached, but only one rider fell with it. He was E. F. Brooks, the New Jersey Indian. Damoth (Curtiss) and one or two others had had some minor troubles, but save McLaughlin (Curtiss) they had squeezed in in time. McLaughlin had suffered exhaust valve troubles and registered late. Most of the others were in sight of the town with time to spare, but they were wise enough to while away the minutes out of sight of the control. Beyond Poughkeepsie the roads deteriorated sadly, and the "fun" began. At Blue Stores the road had been recently "worked." The slippery, clinging mud inaugurated the acrobatic perform-

ances that marked the day. Men slipped all over themselves. They described circles, half circles, semicircles, letter S's, zigzags and all the other fancy figures. Some landed on their feet; at least two—Chubbuch and McLaughlin—landed on their backs; others landed any old way in the ditch.

Thereafter the Jarmie proboscis was a picturesque, if painful, feature of the contest. His accident caused him no great delay, but he spoiled his score by reaching Little Falls outside the allotted time limit and not wholly through his own fault. Several miles from that place and before the slough in the woods

road was poor; so was the cycle path. But the latter was at least hard and not so slippery. In many places, and for miles, it had become so grass grown that it is a mere thread. The weeds which it scarcely parts are elbow high. Swishing through them at 20 miles per hour was a novel sensation, but as Wehman optimistically expressed it, it "at least provided a clothes brush without the need of giving a tip." At that pace, dashing through the close, wet growth on the almost blind path, required trust in God. Most of the men appeared to be full of the trustfulness. But there were those who fell despite the trust. At one point an old board had been placed across the abutting ditch. It projected on to the cycle path ever so little, but quite enough for several men to remember it vividly. They were the ones who struck the board. The striking was akin to being shot from a catapult. It is remarkable that none were hurt. Wehman was among those who missed the board, but he went down and out at the next checking point. When tire troubles and a split rim were added to his exhaust valve woes he decided that he had had enough. He shed his muddied clothes at Amsterdam, purchased a new outfit and joined the throng that night at Little Falls, where he heard stories of even such mud plugging as he himself had not experienced.

Frank M. Dampman (Indian) also succumbed between Albany and Amsterdam, or, more correctly, it was his tires that succumbed. He had used up two spare tubes which he carried, and when his outer cover was cut almost in half he had to quit whether or no. He trained into Little Falls, obtained a new cover, and although no longer regularly in the contest he trailed the contestants out of the control the next morning and stayed with them



DAMOTH (CURTISS) REGISTERING AT POUGHKEEPSIE CONTROL.

Thereafter, through Hudson, and into the Albany control, 152.8 miles, the going alternated between good and bad, but always it was wet, treacherous going. Men continued to slip and slide. Even the magnificent new road leading to the bridge over the Hudson at Albany was like a wide ribbon of grease. At one place, Mueller, the intending cross-continent performer, flew off the road, bounded into and out of the ditch and charged into a cornfield, and yet regained the highway without a fall or dismount. It must be remembered that there were few "tenderfeet" and no novices in the contest. Later, involuntary antics similar to Mueller's became almost too common to excite much comment. The men put up a pace on the slippery roads that invited them. McLaughlin added a few spills to his collection, worried long with a damaged exhaust valve lifter and finally gave up the struggle beyond Hudson. E. A. Cavena (Thomas) also retired after leaving Hudson. George Wagner, who came all the way from St. Paul, Minn., to participate, had his troubles, and like Henry J. Wehman's, the dandiest secretary of the F. A. M.—a little fellow with a big two-cylinder Curtiss, who had broken two exhaust valves, was late at Albany. Perfect scores were not for them, nor for C. H. Bobb (Wagner). Bobb, too, was tardy.

Going into Albany—on the toll bridge, to be exact—Henry Jarmie, of New Haven, Conn., drew "first blood." He had dismounted to pay toll, and in attempting a pedal remount he missed the pedal and sprawled all over the bridge. He struck full on his face, splitting his lip and peeling all the skin off his nose.

was reached he encountered a motorcyclist in trouble at the roadside. As the latter had a machine similar to his own, Jarmie dismounted to lend a helping hand. He supposed it was one of the men in the contest. After he had frittered away 20 minutes locating a short cir-



TWO BELATED ARRIVALS LEAVING CONTROL.

cuit his disgust may be imagined when he learned that his roadside acquaintance was one of the New York tourists who had preceded the contestants by a day and a quarter and who had fallen far behind the other tourists. Jarmie rode like mad, but the mud and ruts were too much for him.

Outside of Albany new experiences were encountered. The first introduction to the abandoned cycle paths provided them. The main

until with the others he was "drowned out" near Lyons. There is more than one competitor to whom Dampman proved a friend indeed that day.

In all, 31 of the 34 starters reached the Albany control, all save three of them with perfect scores. It was in the 42 miles of beautiful Mohawk Valley between Amsterdam and the night control at Little Falls (228.8 miles from New York) that the real "slaughter"

commenced, most of the "killing" occurring within six miles of the control. Not so much rain had fallen on Sunday and the road was fairly dry. But on Saturday there had been a deluge and the water had settled and re-

ing was harder than the riding, even if it was safer. There were times when it was necessary to get down in the ditch in order to obtain sufficient foothold to push the machine.

The men who were caught in the dark in

THE SIX "PERFECT GENTLEMEN."



1, Kellogg. 2, Hedstrom. 3, Chubbuch. 4, DeRosier. 5, Holden. 6, Barrows.

mained in all the deepest depressions, of which there were not a few, and which extended from ditch to ditch. It was possible to "rush" some of the mudholes and send the dirty water flying; occasionally it was possible to ride gingerly on the narrow strip of grass at the edge of the ditch, but both proceedings caused more than one spill and bent or broke more than one pedal shaft. Parenthetically, there is a trail of broken pedals between Poughkeepsie and Rochester.

But this sort of riding was boulevard riding compared with that nearer Little Falls. There the apology for a road runs through a dense swamp or woods, so dense that they say the road never dries. It is cut into at least a dozen gutterlike ruts, the ruts are studded with stones, and where there are no stones there is slimy mud and water. It is the sort of road that is a "terror" to anything on wheels, and most of all to the man on two wheels. Riding over it is akin to riding on a rail. Some of those daring experts in the endurance contest "took chances," and actually rode every foot of the way save when they were picking themselves up after a slide. As evidence, a Bicycling World man about four miles outside of Little Falls met Kellogg, Holden, Hedstrom, Swenson and several other Indian riders. They were fairly well bunched, and at least an hour and 20 minutes ahead of time. Other riders came up while they were washing up and waiting for time to expire before appearing in sight of the control.

Some riders would walk a few yards, then ride a few to the next mudhole, and keep repeating the procedure. If anything, the walk-

that awful place had a fearful time of it. Four perfect scores were spoiled, two were nearly spoiled and four men saw their finish in those slimy, stone studded ruts. E. Y. White, of

THE FIVE WHO "GOT THERE JUST THE SAME."



1, Schleicher. 2, Swenson. 3, Buffum. 4, Mueller. 5, Mann.

Texas, a genial little man, who came nearly 3,000 miles to demonstrate by rough usage the merits of an ingenious and attractive cushion frame of his own invention, was one of those who "died" in the mud. He was nearly an hour ahead of time when his coaster brake went wrong, and when he encountered the mess in

the woods the double struggle proved too much for him. He put up, exhausted, at a farmhouse. Goerke, Johnson and Bobb were the others whose tired nature expended itself. The first two, accompanied by the belated tourist, Archie Jeanotte, arrived in a wagon which had been sent from Little Falls as the result of a report that several men were in a bad way. Johnson, a tall, spare, rawboned young Swede, in a baggy khaki uniform, was "all in," and after a few "bracers" presented a picturesque study in cheerful misery. He and Bobb, a Wagner man, had overlooked the checking station at Amsterdam, but had pressed on, Bobb arriving on foot at about 11 o'clock. Deane, one of his mates, had arrived about two hours earlier. They remained abed the next morning.

Jarmie, he of the hurt nose, and Baker and Goodwin, of Brooklyn, were the others who spoiled their perfect scores by tardy arrivals. Baker was invited into the relief wagon, but determinedly refused the temptation, and continued to plod in the darkness. Brandenburg and Brown, the latter of Boston, reached the control with but seconds to spare. Brown and his machine were both in bad shape, and Brandenburg was unhappy. He and Baker are boon companions and had agreed to do the "brother act" in the contest. He remained with Baker in the woods helping him repair a tire, but had to leave him abruptly and hurry to save his own score. His solicitude because of the fact was akin to anguish. If tired, the happiest party in the town that night was the Yale team, if it may be so-called. It was only the men on Yales—four of them—who had preserved a perfect score for their mount.

Of the 31 riders who passed the Albany control in the early afternoon 25 reached Little Falls afoot or awheel, and 24 left there the next morning at 6 A. M. to continue the chase. Bobb and Deane elected to go no further.

Rochester was but 161 miles away; the sun was shining brightly and the roads were dry

when the start was made. Everything promised a day of comparative pleasure. Noonan, who although beset by tire troubles all the day before yet remained on time, was inclined to crowd the pace. He lives in Rome, and sought to reach there first. He did so, and Noonan and his fellow Romans were correspondingly proud. The pride did them no harm. The going had been fast and troubles few. Where the road was loose there usually was a neglected cycle path—usually but a mere ribbon, but hard and safe. There were many miles of such path. The eyes tired following the narrow trail in the grass.

These paths were responsible for one unpleasant incident. Near Utica, Mann, the Yale man from Yonkers, suddenly descried a man ahead animatedly waving a spade. As Mann slowed the fellow struck him a vigorous whack with the implement, knocking him from his machine. Some tart conversation, but nothing worse, followed. The bellicose individual claimed that Mann was riding on the sidewalk. The Yale men tasted of their first real bitterness at Canastota, near Syracuse. There Coffman, the earnest but sunny dispositioned Southerner with the delightful drawl, went down and out with a tire cut beyond hope of repair. At the Syracuse control only the unfortunate Coffman was missing. All the others were within the 30-minute time limit and had ample time to regale themselves with the bounteous lunch which Control Manager W. H. Olmsted unexpectedly had awaiting them.

Outside of Syracuse the Camillus Hill, long and steep and deceiving, gave the contestants something to recall and talk about. The road, too, was not as good as it had been; it crossed and recrossed the canal with its tempting but forbidden towpath. Then clouds began to gather, and before Lyons was reached rain had begun to fall. It fell rather gently at first. "At first" is used advisedly.

At Lyons, that forethought and shrewdness that has played such parts in making the Indian reputation, was markedly in evidence. The Indian people were taking no chances with either gasoline or oil. Days before they had their own supplies of each shipped to every checking place and control, save Lyons, which is only about 35 miles from Rochester—so near it was not thought worth while, that is, not until about the tenth hour. Hasty inquiry disclosed the fact that there were but ten gallons of gasoline readily available. Indian wampum promptly paid for it, and Indian riders obtained fuel, while others had to wait for it—and there were those who claimed that they obtained an indifferent quality. It caused some growling on the part of the latter, but without good reason. The Indian preparedness was admirable.

Beyond Lyons they had been "working" the road. The gentle rain did it no great harm. It made it a bit slippery, but that was about all. The first few men who left the town suffered only this trifling ill effect. Those who followed had another story to tell. The gentle rain increased in volume. The volume grew and grew until it seemed as if the clouds had

been rent assunder. The riders were soaked to the skin and rode blindly. So heavy was the downpour they could scarcely see. The roads became rivulets or seas of sticky, greasy mud. Men floundered and staggered like so many drunks, and fell oftener. Pedals snapped, chains broke, forks clogged. But why prolong the agony?

The contest became almost a rout. Some of the brave fellows stuck to the road and pressed on as but they could; others sought the railroad bed and pounded crossties till they could stand it no longer. Several tempted fate and heavy fines by having recourse to the prohibited canal towpath, and these latter were among the fortunate ones. Some sought this towpath and couldn't find it. It was almost pathetic to hear Fred Baker say: "I looked all around for the d—d thing near Palmyra and couldn't find it." They all stumbled on until their limits of endurance were reached. Several pressed on until within two miles of hard and scarcely sprinkled roads; but of course they did not know the limits of the cloud-burst, as they termed the downfall. It had scarcely rained in Rochester or the country for 15 miles around. When Stanley Kellogg, Oscar Hedstrom, Sam Chubbuch and the other leaders who had felt only the fringe of the storm's fury were on safe ground their fellows in the rear were soaked to the marrow and having a fearful time; those in the far front were wet only to the skin and rolled down University avenue, Rochester, before a crowd that lined the curbs unconscious of the true extent of the havoc that the rain had wrought.

The table eloquently tells the story. Twenty-three men reached Lyons; eleven reached Rochester. Twelve had succumbed in a little more than as many miles.

To receive gold medals for perfect scores the men were due to arrive in Rochester between 4:29 and 4:59 P. M. This is the order in which they signed the final score sheet: Kellogg, 4:40; Hedstrom, 4:48; Chubbuch (clinging on to a broken saddle), 4:49; De Rosier, 4:57; Holden, 4:59; Barrows, 4:59; Schleicher, 5:14; Swenson, 5:33; Buffum, 5:45. Mueller and Mann came in after the control had closed, but well within the five-hour limit necessary to qualify for survivors' medals, which Schleicher, Swenson and Buffum also will receive. The other six as stated will wear gold. The plump, rosycheeked Barrows was in sight when the perfect score limit was expiring and was permitted to squeeze in. There were no protests and but one or two faint grumbles. He's an odd sort of chap who would begrudge a fellow man such a squeeze after such an ordeal—an ordeal the like of which men rarely pass through when the gain is but a bauble.

A. Craig won the one-mile bicycle race that formed a part of the athletic track meet at Western Springs, Ill., July 4th. J. Williams finished second and W. Stevens third. Time, 2:46½.

DE ROSIER'S WHIRLWIND RIDE

Refused Handicap and Wins Road Race at

F. A. M. Meet—Gets Close to Mile a Minute—Curtiss in Hard Luck.

Rochester, N. Y., July 5.—The annual meet—the fourth—of the Federation of American Motorcyclists, held under the auspices of the Rochester Motorcycle Club, was to have been inaugurated here yesterday morning. A run to Ontario Beach was the first number on the program; races, including the one and five-mile championships, were to constitute the second number. Rain rendered it impossible for either to be held and time hung heavily on the hands of the visiting motorcyclists who are here in goodly numbers. The run was declared off and the race card of yesterday was put off until Saturday afternoon.

The meet, therefore, really began this forenoon with the 24-mile handicap road race on the Henrietta road—six miles out and home and repeat. It resulted in an astonishing burst of speed by Jacob B. De Rosier, of Springfield, Mass., riding a two-cylinder, 4 horsepower Indian. He surprised everyone by declining a handicap of two minutes in order that he might start from scratch with G. H. Curtiss, of Hammondsport, N. Y., who bestrode a big new two-cylinder, 5 horsepower Curtiss. S. T. Kellogg, of Springfield, who rode an Indian of the same rated horsepower as that used by De Rosier, did not follow the latter's example; he accepted the start of two minutes which had been allotted to him, also.

It was known that Curtiss had built his new machine with a view to speed and with an eye to this particular road race on which he had set his heart. But alas for human hopes! He had completed less than five miles when his lubricating device went wrong and placed him hors du combat and spoiled the expected battle royal. As far as they went, little was proven. De Rosier was leading the Hammondsport man by fully an eighth of a mile until what is locally styled Methodist's Hill—a rather steep half-mile grade—was reached. There Curtiss came with a grand flight, ate up the distance and going over the brow of the hill was leading his adversary. The next instant the ball valve in his lubricating system stuck fast and instead of feeding the oil to the engine it reversed action and spurted the lubricant into the gasoline tank and over the rider himself.

De Rosier did not pause to reason why. Sixteen other men had started—the limit was 12 minutes—and at the end of the first lap, 12 miles, he had passed ten of them and was going great guns. His twelve miles were clocked in 12:59½, close to a one minute clip, when it is considered that there was a hill to be climbed, a bridge and two railroad tracks to be crossed and a turn to be made in the width of the road



THE START OF THE SCRATCH MEN.



MORE STUDIES IN PUSHING OFF.

which required that power be cut off and pedals employed. F. G. Helmer ($2\frac{1}{2}$ horsepower Reliance), a limit man, was then leading, the others following in this order: J. F. Cox, Jr. ($2\frac{1}{4}$ horsepower Indian), 10 m.; F. A. Baker ($2\frac{1}{4}$ horsepower R-S), 7:12; J. A. Schleicher, ($2\frac{1}{4}$ horsepower

A. Jeanotte ($2\frac{1}{4}$ horsepower R-S), 12 m.

Schleicher had hit a dog and sustained a bad fall but despite the fact, managed to keep well up. C. E. Becker (3 horsepower Thomas), had broken an exhaust valve and H. J. Wehman (5 horsepower Curtiss), had split a rim and ripped off a tire and both

as if he might make a double killing by finishing in front also. But Kellogg and Cook, on two-cylinder machines, were still leading him and there was nothing slow about the pace set up by Baker and Holden, who, for twelve miles, "had it out" nip and tuck every foot of the way. But the Spring-



HOLDEN AND BAKER GETTING AWAY.



START OF THE LONG MARKERS.

R-S), 12 m.; George N. Holden ($2\frac{1}{4}$ horsepower Indian), 7:12; E. Y. White ($1\frac{3}{4}$ horsepower Thor), 12 m.; Walter Goerke ($2\frac{1}{4}$ horsepower R-S), 10 m.; Gus Johnson ($2\frac{1}{4}$ horsepower R-S), 10 m.; S. T. Kellogg (4 horsepower Indian), 2 m.; Albert Cook (5 horsepower Curtiss), 2 m.;

were put out of the running.

The announcement of the time of De Rosier's remarkable flight caused the crowd to take renewed interest in the race. He had made such great gains that it was plain that he had the time prize won and as he was going a thundering pace it seemed

field Frenchman was not to be denied. He turned the double trick. Baker had shaken off Holden and passed Cox and Helmer, the latter of whom struck a dog, and two miles from home looked like winning. But De Rosier nailed him in the last mile and led him over the tape by 13 seconds. In



BAKER, SCHLEICHER AND HOLDEN AT END OF LAP.



HELMER UPSETS AT THE TURN.

the last mile, Kellogg caught Holden, who was fourth, $37\frac{1}{2}$ seconds behind Baker. Cox, a red-haired, red-faced, ingeniously artful man from Connecticut, who had been pulled back from the limit mark and given 10 minutes handicap, was fifth. The handicapping was an unusually fine bit of work,

De Rosier's time for the 24 miles was $26:31\frac{1}{2}$ —a $1:06\frac{1}{2}$ clip. It was one of the fastest road races ever run and the road, too, was but an ordinary country macadam highway and by no means a sand-papered course. Considering the time lost in pedalling around the three turns, there can be



DE ROSIER WINNING THE ROAD RACE.

as the summary shows. It was done by Chairman Douglas of the F. A. M. Competition Committee who also served as referee of the event.

no doubt that De Rosier averaged better than a mile a minute and that on a smooth, unbroken course his mount is capable of better than 50 seconds. The summary:

Rider.	Machine.	Handicap.	Actual Time.	Cor. Time
1—J. B. De Rosier. Springfield, Mass.....	4 h. p. Indian....	Scratch	26:31½	26:31½
2—F. A. Baker..... Brooklyn, N. Y.....	2¼ h. p. R-S.....	7:12	33:56½	26:44½
3—S. T. Kellogg... Springfield, Mass.....	4 h. p. Indian....	2:00	29:16	27:16
4—G. N. Holden... Springfield, Mass.....	2¼ h. p. Indian..	7:12	34:34	27:22
5—J. F. Cox..... New Haven, Conn.....	2¼ h. p. Indian..	10:00	39:03	29:03
6—A. Cook..... Hammondsport, N. Y..	5 h. p. Curtiss...	2:00	31:50	29:50
7—J. A. Schleicher. Mount Vernon, N. Y..	2¼ h. p. R-S....	12:00	42:39½	30:39½
8—Gus Johnson.... Reading, Pa.....	2¼ h. p. R-S....	10:00	41:04	31:04
9—W. Goerke..... Brooklyn, N. Y.....	2¼ h. p. R-S....	10:00	41:10½	31:10½
10—E. Y. White.... San Antonio, Texas...	1¼ h. p. Thor....	12:00	45:03½	33:03½
11—A. Jeanotte.... New York City.....	2¼ h. p. R-S....	12:00	53:10½	41:10½

Good Work with One Pint of Gasolene.

One-armed Michael E. Toepel, who despite his disability, asks no odds of the other motorcyclists in and around New York and who goes everywhere the best of them go and many places the worst of them never think of going, had an inning of his own on Sunday, June 24th. The occasion was the one pint economy test of the New York Motorcycle Club which, restricted to club members using their own machines, was the more interesting and instructive because of the fact.

Toepel won "hands down," so to speak, his left arm, which is artificial, being naturally always down.

With the measured pint of gasolene, costing four cents, he covered 16.6 miles, an impressive performance, which is equal to 132.8 miles on a gallon costing 20 cents, or at the rate of $1\frac{1}{2}$ mills per mile. He rode a $2\frac{1}{4}$ horsepower Indian. The records of the other participants were as follows: M. Franklin, 3 horsepower Griffon, 12.3 miles; A. J. Bendix, 3 horsepower Orient, 11.7 miles; E. L. Fall, 3 horsepower Curtiss, 10 miles; A. Kreuder, 3 horsepower Marsh,

9.1 miles. F. M. Manning, Marsh; A. E. Barron, Curtiss, and F. A. Roy, Wagner, also started but fell by the wayside.

The contest was held on the Boston Post road, an undulating course with a good surface, and was merely an added feature of the usual Sunday club run. On Pelham parkway, tanks were emptied and engines operated until the last drop in the carbureters had been consumed. Each rider was then supplied with a measured pint of gasolene and with it rode as far as possible. He then waited for Lieut. McLaughlin to come up to "take his distance" and supply gasolene from the receptacle which he carried in his side carriage.

C. W. Lediard, of Brooklyn, won the quarter-mile bicycle race which was one of the features of the combination races run off on the ocean boulevard at Long Branch, N. J., on July 4th. Oakley Hance finished second. The time was $0:29\frac{3}{4}$. Several other events were scheduled but the crowd became so dense that they had to be declared off.

KELLOGG, ONE HOUR CHAMPION

Wins Title in Interesting Race at F. A. M. Meet—Hedstrom Loses Temper, Calls a Strike and Mars the Sport.

Rochester, N. Y., July 5.—Stanley T. Kellogg, of Springfield, Mass., is the first hall-marked one hour motorcycle champion. He won the honor and the title at the F. A. M. meeting on the Crittenden Park track this afternoon. It was the first time the hour championship had been run. In the sixty minutes Kellogg, bestride a 4 horsepower Indian, covered 42 1-16 miles—good going on a half-mile dirt course.

J. B. De Rosier undoubtedly would have won the race, however, had not the breaking of a chain on the twenty-third mile lost him his lead and two additional laps. Although riding a machine of the same make and power as Kellogg, De Rosier was able to toy with the former and it was the toying that gave the spectators a taste of that real sport which is possible with motorcycles and which is the rule in cycle racing and other forms of competition and which must prevail in motorcycling, if the sport ever is to become enduringly popular. The Frenchman was making the usual runaway race of the championship when he looked behind and eased up slightly. Kellogg slowly gained on him and the gaining caused the crowd to bubble with excitement. Then Kellogg caught De Rosier and they raced for several laps almost neck and neck and when the former finally forged in front and opened 20 yards of daylight, the enthusiasm was intense; it was increased to such an extent when, in turn, the Frenchman went up and again assumed the lead, that one of the most unpleasant incidents that has ever served to mar a motorcycle meeting occurred, was almost forgotten. De Rosier and Kellogg were both concerned in the incident.

De Rosier had refused a good handicap and won the road race in the morning. He had also won two of the track races, with Kellogg as his runner-up, but despite the fact, when the starts for the three mile handicap were announced they promptly went up "in the air," being ably assisted in the performance by George Holden and George Pieper, who were serving as pushers-off. De Rosier had been placed on scratch, and Kellogg was given 18 seconds and Chadeayne and Cook 1 minute 15 seconds. The starts looked stiff but as they were based on the road race results and De Rosier and Kellogg were using the same two-cylinder machines, while Cook and Chadeayne were riding single cylinders, they were not as unreasonable as they appeared. Parenthetically they were proven very nearly right in the hour championship, in which De Rosier lapped Chadeayne in less than three miles. Holden, usually a thoroughly descent fellow, was more exer-

"I recommend the Morrow to all Motorcyclists"

Meshoppen, Pa., May 14th, 1906.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:

I have delayed writing you for some time in regard to your new Morrow Coaster Brake for motorcycles, knowing that I was giving your brake one of the most strenuous tests that it is possible for any rider to give a brake for daily use. I use my motor for the delivery and collection of mail on a twenty-five mile route every day that the weather permits. I have eight long, hard hills to descend besides lots of short pitches, and grades running as high as 28 per cent.

Last year I used the _____ coaster brake and had to walk down all hills that were long or steep or where I had a stop to make. This spring I have been using the Morrow, and I ride all grades and feel that my machine is under perfect control at all times. Last week I was coasting down a heavy grade and my back pouch dropped out of the carrier. I applied the brake, came to a dead stop, dismounted, backed up just seven paces to where the mail pouch lay. That excels all brakes that I have ever used; in fact, the Morrow has no equal—it is in a class by itself—and I take pleasure in recommending it to all motorcyclists.

Yours respectfully,

G. F. AVERY,
R.F.D. Carrier No. 2,
Meshoppen, Pa.

"Words of others tell the story"

SCENES AT THE F. A. M. ROCHESTER RACE MEET.



1, DeRosier and Kellogg "Soldiering" in the Three Miles Handicap; Cook a lap ahead. 2, Kellogg after Lapping Chadeayne on the Hour Championship.
3, The Slow Race. 4, The scramble on the Five Miles Invitation; Goerke leading.

cised than the men themselves. On his advice they refused to ride and held up the proceedings for quite some time. Oil was poured on the troubled water, however, and finally they started. But they did not even try to win. De Rosier rode sitting almost bolt upright for two miles but in the last mile, when it was too late, he got down to business and ate up distance like a whirlwind. The limit men won, of course.

All probably would have been well had not news of the incident been carried to Oscar Hedstrom, who was looking after the Indian machines at the stables, some

distance removed from the tape. Hedstrom is not blessed with the sweetest temper in the world and the result of the road race in which other than one of his single cylinders had won the honors in that class, had caused one of his periodic outbursts against certain of his own men. It had left him in bad humor. He stalked up to Referee Douglas and indulged in some brash talk and when politely cut short, stalked away threatening that he would "lock up all the Indian machines." He then had the effrontery to send back word that the men would ride if Referee Douglas was deposed. No

attention was paid to the insulting message. Hedstrom reckoned without his host. Entries were not numerous and the "strike," news of which spread quickly, threatened the day and the strong box of the Rochester club. After a long delay the slow race, in which they had entered, was run without the strikers, and one of the officials offering the necessary prizes for a five-mile invitation race, several sportsmanlike men busied themselves to such good purpose, that eight men lined up for the event. While they were on the tape De Rosier and Kellogg came out on the run and took up positions.

They were invited—to rest until after the race had been run.

The incident caused a deal of feeling that did not help the Hedstrom cause. It was well illustrated by the action of one young Rochesterian who knew none of the men involved. He removed an Indian button which had been pinned on his coat and threw it to the ground. At least a dozen others who made up his party promptly did likewise. Near the judges' stand a well-known Indian agent removed the button from his coat and placed it in his pocket with the remark, "I'm a good Indian man but I'm a good sportsman first."

The disagreeable affair put a damper on the entire day. A. J. Bendix, one of the timers, became so weary that he quit his job and E. Y. White packed up and took the train for his Texas home, two days sooner than he had anticipated.

The mile novice race was, of course the first event of the afternoon. Four men started. T. A. Rick, Buffalo (R-S), fell while leading on the first lap and thereafter the fight was between Walter Goerke, of Brooklyn (R-S), and A. Cook, Hammondsport (Curtiss), the Brooklyn man finally winning by 25 yards in 1:43 $\frac{3}{4}$. M. J. Cabana, Buffalo (R-S), was third.

The half-mile flying start was captured by De Rosier, who beat out Kellogg by 20 yards in 42 $\frac{1}{2}$ seconds, Cook being about the same distance behind Kellogg. W. C. Chadeayne, Buffalo (Thomas Auto-Bi), the cross-continent rider, was fourth. Chadeayne proved himself a good sportsman and won the good opinions of all. The fear of losing never deterred him. Riding a single-cylinder machine, he competed in practically every event, lining up against the "doubles" as if it was a mere matter of course. He never quit and this nonchalance and stick-to-itiveness netted him two seconds and two-thirds during the afternoon.

The five-mile invitation event which grew out of Hedstrom's "flare-up" was taken by Goerke, who rode a hard and consistent race. The starters were Cabana, Chadeayne and Becker, of Buffalo; Goerke and Baker, of Brooklyn; Jeanotte, of New York; Helmer, of Addison, and A. D. Fisk, the president of the Rochester Motorcycle Club, a grey haired grandfather, whose sporting blood was fired by the "strike." The men passed and repassed each other often enough to make the race really interesting and the "strikers" hardly were missed. Goerke won in 8:11 $\frac{1}{2}$; Chadeayne was second in 8:24 and Baker third in 8:28 $\frac{3}{4}$.

The ten-mile Rochester Handicap, in which the experiment of allotting the handicaps according to piston displacement, was to have been tried, became a scratch race. Only five men on single cylinder machines appeared ready to start and as their displacements were very nearly equal, they all started from scratch. The race developed into a runaway for De Rosier, whose time was 15:18 $\frac{1}{2}$; Kellogg was second and Chadeayne third.

The ten-mile championship was, however, the race of the day. Only De Rosier, Kellogg and Chadeayne started—a field that promised a dull contest. The Frenchman set a killing pace and in less than five miles had a lead of a quarter of a lap. Then he glanced behind and eased slightly and Kellogg began to close up. Chadeayne was hopelessly in the rear and was burning lubricating oil like a furnace. He smoked and skipped around the track for a mile or two and then changed machines, but the change served him no purpose. For nearly ten miles Kellogg chased De Rosier, gaining inch by inch, until he caught him; then they raced in company for a while and finally Kellogg forged ahead and drew a distinct lead. At the half hour, when 21 miles had been covered, they were within speaking distance; at 22 miles De Rosier had gone to the front again and was drawing away when, on the next lap, his chain broke and he coasted to where there was a reserve machine—a single cylinder, however—awaiting him. He mounted it and pressed on rather indifferently while his helpers repaired the broken chain. Kellogg gained a full mile and nearly a half before the repair was effected, doing the 25 miles in 30:51 $\frac{1}{2}$ as against Chadeayne's 41:55. Thereafter it was all over but the shouting. Although De Rosier rode like a demon after remounting his "double," Kellogg was too far ahead to be caught and he won with a score of 42 1-16 miles as against De Rosier's 41 miles 50 yards and Chadeayne's 34 $\frac{1}{2}$ miles. The summary:

One mile novice—Won by Walter Goerke of Brooklyn (2 $\frac{1}{4}$ horsepower R-S); second, A. Cook, Hammondsport (3 horsepower Curtiss); third, M. J. Cabana, Buffalo (2 $\frac{1}{4}$ horsepower R-S). Time, 1:43 $\frac{3}{4}$. Also ran—T. A. Rick.

Eighth-mile slow race—Won by A. D. Fisk, Rochester (3 horsepower Orient); Walter Goerke, Brooklyn (2 $\frac{1}{4}$ horsepower R-S), second; William C. Chadeayne, Buffalo (3 horsepower Thomas Auto-Bi), third. Time, 1:00 $\frac{3}{4}$.

Half-mile, flying start—Won by J. B. De Rosier, Springfield (2 $\frac{1}{4}$ horsepower Indian); S. T. Kellogg, Springfield (2 $\frac{1}{4}$ horsepower Indian), second; A. Cook, Hammondsport (3 horsepower Curtiss), third. Time, 42 $\frac{1}{2}$. Also ran—Chadeayne.

Hour national championship—Won by Stanley T. Kellogg (4 horsepower Indian), 42 1-16 miles; J. B. De Rosier (4 horsepower Indian), second, 41 miles and 50 yards; William C. Chadeayne (3 horsepower Thomas), third, 34 $\frac{1}{2}$ miles.

Three-mile handicap—Won by A. Cook (3 horsepower Curtiss); William C. Chadeayne (3 horsepower Thomas) second; J. B. De Rosier (4 horsepower Indian), third; S. T. Kellogg (4 horsepower Indian), fourth. Time, 4:47 $\frac{1}{2}$.

Five-mile invitation—Won by Walter Goerke, in 8:11 $\frac{1}{2}$; William C. Chadeayne, second, in 8:24; F. A. Baker (2 $\frac{1}{4}$ R-S), third, in 8:27 $\frac{3}{4}$. Five others started.

Ten-mile open—Won by J. B. De Rosier (2 $\frac{1}{4}$ horsepower Indian); S. T. Kellogg (2 $\frac{1}{4}$ horsepower Indian), second; William C. Chadeayne (3 horsepower Thomas), third. Also ran—W. Goerke (2 $\frac{1}{4}$ horsepower R-S), and F. G. Helmer (2 $\frac{1}{4}$ horsepower Reliance).

Rousing Races in Springfield.

In the bicycle races held at the State Fair grounds, Springfield, Ill., on July 4, under the management of the Illinois Bicycle Association, J. Nash McCrea, clearly won the title of "The Idol of Springfield." In the one-mile open he decisively defeated the field by crossing the tape seven yards ahead of Stanley Funderburk, who battled royally with Mark McCrea for second place.

In the five-mile handicap, Nash McCrea again demonstrated his ability by capturing the gold medal offered for the best time. McCrea was placed on scratch with Funderburk and the two rode hard until the first quarter of the second mile when Funderburk succumbed. From then on until the finish, McCrea rode like one possessed and the grandstand occupants yelled like mad when the popular local rider spread-eagled the field and finished third at the tape. George C. Bernard, of Delevan, with a handicap of 1:45, had a big lead over the scratch men and had no difficulty in defeating Rosewell De Crastos, 2 minutes, at the tape for first place. Bernard also won second time prize. The time made by McCrea was 13:20, which is a new record for the Springfield track.

The meet was the first that has been held in the capitol city for two years and that bicycle track racing is not a dead issue in Illinois was demonstrated by the large and enthusiastic crowd that attended, about 2,500 persons being present. Full credit is due the Illinois Bicycle Association and its hard working secretary, J. H. McCrea, an old-time "star." The association was only organized last year but it has grown rapidly and purposes holding several more race meets during the season. Special prizes were awarded J. N. McCrea, in the form of silver loving cups, for crossing the tape first on a Racycle in the one-mile race and another for making the best time on a Racycle in the five-mile handicap. Altogether the chunky speed merchant made a bigger killing than has been made in Illinois since the "good old days." The summaries:

One mile open—Won by J. Nash McCrea, Springfield; second, Stanley Funderburk, Springfield; third, Mark McCrea, Springfield. Time, 2:47 $\frac{1}{2}$.

Five-mile handicap—Won by C. Bernard, Delavan (1:45); second, Rosewell De Crastos, Springfield (2:00); third, J. Nash McCrea, Springfield (scratch). Time, 14:38. First time prize won by J. N. McCrea in 13:20; third time, Mark McCrea (1:30), 14:40.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

F. A. M. IN ANNUAL SESSION

Membership Fee is Reduced and Waltham Default made Good—Work of the Year Reviewed and Officers Elected.

Rochester, N. Y., July 5.—Henceforth the annual dues of the Federation of American Motorcyclists will be but \$1 instead of \$2, as previously was the case. New memberships will, however, cost \$2 as heretofore, for, although the annual fee will be but \$1, in initiation fee of the same amount will be imposed. This change, in the form

whose auspices the 1905 meet was held, had failed to deliver the medals for the three national championship events which had been awarded to the club. Chairman

choices were unanimous. R. G. Betts, New York, president, and G. B. Gibson, Westboro, Mass., treasurer, were, for the fourth time, chosen to succeed themselves. H. J. Wehman, New York, secretary, was returned to that office for the third time. The vice-presidents elected were as follows: For Eastern District: Theodore K. Hastings, New York; for Western District, Irving R. Hall, Chicago; for Southern District, Howard A. French, Baltimore; for Pacific District, Frank M. Byrne, San Francisco.

Hugh Brennan, a big, broad-gauged Brooklyn merchant, was nominated as vice-president of the Eastern district, but, de-



HENRY J. WEHMAN,
Secretary.

of an amendment to the constitution, offered by Roland Douglas, New York, was adopted at the F. A. M. annual meeting to-night.

What with the road race in the morning, track races in the afternoon and the meeting to-night, this has been a very crowded day for the F. A. M. members. Despite the fact, the business meeting which was held in the parlor of Hotel Eggleston was well attended. It was short and sweet, and very much to the point. President Betts occupied the chair, of course, and, needless to add, Secretary Wehman and Treasurer Gibson were at their posts.

One other amendment to the constitution was made, also on motion of Mr. Douglas. The words, "to govern and administer" were substituted for the words "to advise and assist" in the regulation of motorcycle racing, etc., in the clause defining the objects of the Federation. The change was merely in the nature of remedying an oversight of last year, the F. A. M. having since January 1, 1905, assumed control and administration of the sport; the necessary amendment to the constitution was overlooked at the annual meeting in 1905.

It came out at to-night's meeting that the Waltham (Mass.) Autocycle Club, under



R. G. BETTS,
President.

Douglas of the Competition Committee, stated that he had taken the matter up with the head of the Waltham committee, but save to receive a very indefinite promise of delivery at some period in the remote future, he had not been able to obtain any-



THEODORE K. HASTINGS,
Vice-President, Eastern District.

thing more definite. As they were the first F. A. M. championships ever run, the meeting voted to make an appropriation of \$100 to make good the Waltham default, this appropriation, however, not to be considered as establishing a precedent.

Although President Betts, in calling for nominations for officers for the ensuing year, said the field was open to all, all



G. B. GIBSON,
Treasurer.

spite pressure, he refused to permit his name to go before the meeting.

The reports of the officers showed a flourishing state of affairs. Treasurer Gibson reported a balance in bank of \$1,259, of which amount \$442 stands to the credit of the several districts.

The secretary's report disclosed a substantial growth. The Eastern District, of course, is the strongest; the Pacific District comes next.

The president's report reviewed at some length the accomplishments of the year, and was considerably in the nature of what Mr. Betts termed an answer to "that good old great-grandfather," What do I get for my money? He touched on the alliances consummated with the A. A. A., N. C. A. and A. A. U. and on the legislative achievements in the several States; also on the Reidsville (N. C.) case, and very pointedly illustrated the actual money that the F. A. M. is saving motorcyclists by instancing the case of a Connecticut motorcyclist touring from, say, his native State to Virginia with half a day's detour into Delaware. Under the pre-Federation order of things, Mr. Betts stated that the motorcyclist would have been required to pay the legal fees

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A tire impossible of repair put out the fourth one

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that are exacted from the automobilist of to-day. Here is how it works out:

	Motor Car.	Motorcycle.
Connecticut,	\$2	\$1
New York,	\$2	\$0
New Jersey,	\$4	\$1
Pennsylvania,	\$3	\$3
Delaware,	\$2	\$0
Maryland,	\$3	\$0
Virginia,	\$2	\$0
	<hr/> \$18	<hr/> \$5

As all of the States save New York impose non-resident fees, the comparison is a fair one. In Pennsylvania, Mr. Betts said there had been a shake-up which it is hoped to correct at the next session of the legislature.

"In the face of such figures," said the presidential report, "what would you say to the 'What do I get for my money?' chap? My own sentiments are hardly suited to this occasion. No account is taken of the burdensome requirements of other than registration and license fees, not even of the special fees the F. A. M. has lifted from dealers, which in New Jersey alone amounts to \$20 per year."

With the giving of a membership badge, the Helping Hand Book and the F. A. M. diary, in addition to these savings of actual money, Mr. Betts remarked that "if we have not been able to present a \$5 gold piece in return for every membership fee, we are of the opinion that we have come as near to doing so as is within the means of any organization."

The president reported that the work of establishing a system of officially designated repair shops, all of which are being registered, and to which certificates are being issued, had been fairly inaugurated. The first batch of the certificates already had been delivered. While it is not imposed on the holders of these certificates, very many of them have agreed to extend discounts to F. A. M. members.

Mr. Betts also stated that the matter of insurance rates had been taken up with a number of insurance companies and insurance brokers, but without result. The return is so modest that none of the insurance people are particularly anxious to obtain motorcycle risks, nor will they unbend in the matter of rates.

The president broached the idea of a change in the form of government. On this subject, he said:

"In theory, the F. A. M. plan or organization is well nigh perfect. It divides the country into four districts and places the reins of government of each district in the hands of representatives of the respective districts. It decentralizes the administration of affairs to such an extent that one-man power is impossible. It likewise places the credit of work performed on the officials of each district; also the blame for work which should have been performed. As stated, in theory, this appears to be practically an ideal situation. I am not so certain that the theory is borne out by practice,

and a change of system may be worth your consideration during the next year. Stress of circumstances have obliged the national officers to, on occasion, perform purely district work, and there have been district details which required attention but into which they did not feel free to project themselves. Although vice-presidents in name, vice-presidents of the F. A. M. districts are essentially presidents thereof. Whether this system is best designed to achieve results, or whether a change of plan is desirable, the workings of another year should demonstrate."

President Betts paid high tribute to Secretary Wehman and to Chairman Douglas of the Competition Committee, whom he said filled difficult positions entailing much work, which they had well systemized. He



NEW YORK BRANCH 214-216 WEST 47TH ST.

suggested that if it were possible to sift the wheat from the chaff, it would be a not half-bad idea to institute a roll of honor or a memento to reward such unselfish and distinguished services. In conclusion, Mr. Betts urged all motorcyclists to use their best efforts to suppress the open muffler nuisance which, he said, was the one evil that threatened to work great injury to the motorcycle interests and to hamper or check the efforts to prosecute good work.

In his report, Chairman Douglas, of the Competition Committee, dwelt chiefly on the tendency to exceed the limit of five horsepower, which, he said, was a dangerous tendency. The limit had been adopted as the result of the many fatal experiences with the big pacing machines and the fatalities to spectators which had occurred abroad. He knew that horsepower was an elastic term, and thought that the time had about arrived for the adoption of something more definite. He had about reached the conclusion that cylinder capacity was a

truer measure and that a limit of 50 cubic inches would prove fair and equitable.

Before the meeting adjourned, the president invited anyone with a grievance or "a load on his mind," as he expressed it, to speak up. But not a voice was raised and the meeting adjourned after passing a vote of thanks to the Rochester Motorcycle Club.

How Richmond Celebrated the Fourth.

Although only a small-sized crowd was present to cheer the riders, the track meet held at Reid Field, Earlham, on July 4th, under the management of the Richmond (Ind.) Bicycle Dealers' Association, were exciting and furnished plenty of thrills for the spectators. Judging from the elongated prize list, the Richmondites do not believe in doing things by halves, for although there were but six events the prizes amounted to just \$98.50 in value. Charles Draper was the "star" of the meet, and surprised everyone by winning the unlimited pursuit and the mile open and finishing second in the three-mile handicap.

William Waking furnished the crowd a thrill or two when he took his motorcycle around the oval for a mile exhibition. The track was built for foot racing, and, consequently, is not banked. When Waking took the turns he skidded dangerously close to the edges and there was a chorus of ohs and ahs until he was safely in the straight again. Considering the track, Waking's time—1 minute 52½ seconds—was good. Waking also scored first in the five-mile open for motorcycles, riding the distance in 11:16. The summaries follow:

One-mile open—Won by Charles Draper; second, Silas Brown; third, Robert Graham. Time, 2:34¾.

One-mile, for boys under 14 years—Won by Earl Cotton; second, Louis Shallenberg; third, Raymond Wesbrod. Time, 2:42.

Quarter-mile time trials—Won by Elmer Smith. Time, 0:31.

Three-mile handicap—Won by Robert Graham (40 yards); second, Charles Draper (50 yards); third, Silas Brown (scratch). Time, 8:48¼.

Five-mile motorcycle—Won by William Waking; second, William Clark. Time, 11:16.

One-mile motorcycle against time—By William Waking. Time, 1:52½.

Unlimited pursuit race—Won by Charles Draper; second, Raymond Howell; third, Silas Brown; fourth, Robert Graham. Distance, 3 miles 1 lap. Time, 8:32.

"Farmer" Blum in Front.

William ("Farmer") Blum, of Chicago, won two firsts of a possible three in the bicycle races at the athletic meet of the Scotch Societies at Elliott Park, Chicago, Fourth of July. Blum won the mile open sitting up, Edwin Siegel crossing second. In the three mile open, Blum had another victory, with Siegel again the runner up. Siegel won the other mile open. The times were not announced.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Baltimore Indulges in Half-Century.

As living testimony that pleasure cycling is "coming into its own" down in Maryland, was the success that attended the first half-century run of the recently organized Crescent Wheelmen, of Baltimore, on Sunday last, 1st inst. Ordinarily a half-century run would not call forth any comment, but when forty-nine riders in Baltimore where half-centuries have been almost unknown for the past five years, get together for a pleasant little Sunday jaunt, the fact is indisputable that cycling has been having a revival in Maryland. Fred E. Mommer, the national secretary of the Century Road Club of America, accompanied the riders part of the way, but he did not finish the run.

The riders began to assemble about 7:30 a. m. at the starting point, Broadway and North avenue, and at 8:45 the first delegation left on their long ride. A great deal of attention was attracted by the riders during the journey and a good many comments on the renewed interest in cycling were heard along the way. Reisterstown was reached by 12:15 p. m., and, after a short rest, the return trip was commenced. The first delegation to finish reached Broadway and North avenue at 3:25 p. m. This crowd numbered about 35 riders, and from then on the rest finished in bunches of twos and threes.

Western Crack Badly Injured.

J. Nash McCrea, the crack rider of Springfield, Ill., who won most of the prizes in the races there on July 4th, was the victim of an accident on Wednesday night last that may incapacitate him for racing the remainder of the season. McCrea was returning home on his bicycle late at night when a man who was rushing to catch a street car, without looking where he was going, collided with the cyclist, with the result that the latter, who was going in the opposite direction, was thrown under the first trailer. With rare judgment and presence of mind, the cyclist managed to pull himself from under the car before the wheels of the truck reached him. How he managed to escape being ground to death is more than the large crowd, who witnessed the accident, can tell. As it was, McCrea was bruised on every part of his body, his face receiving the worst battering.

Motor Cars Badly Beaten by Motorcycles.

J. F. Cox and Peter Cox, of New Haven, and Walter Studwell and George Brooks, of Stamford, all on Indians, participated in the hill climbing contest promoted by the proprietress of a hotel on Rock Top Hill, Mt. Carmel, Conn., on June 28. They finished in the order named. J. F. Cox's time up the 700 foot muddy grade was 2:06¼. In the automobile class, the fastest car, one of 16 horsepower, took 3:50¼ to reach the summit. As the event was not sanctioned by either the F. A. M. or the A. A. A., it is probable that all who competed will be given an enforced vacation.

The Week's Patents.

823,089. Repair Device for Tires. John R. Vosburgh, Johnstown, N. Y. Filed Dec. 7, 1905. Serial No. 290,845.

Claim.—1. In a tire repair device, the combination with a shank having a portion angularly disposed to other portions, of an inner clamping-plate provided with an orifice adapted to loosely embrace said shank to permit free movement of said plate longitudinally of said shank, a retaining device on one end of said shank, an exterior clamping-plate provided with an orifice and adapted to fit onto said shank and means for clamping the tire between said plates, substantially as described.

823,100. Aerial Bicycle. Frederick G. Bonfils, Denver, Colo. Filed Aug. 29, 1904. Serial No. 205,638.

Claim.—1. The combination with a bicycle-frame, of bars located on opposite sides of said bicycle-frame, and wings or air planes carried by said bars, substantially as described.

823,161. Bicycle Attachment. Louis De Rome, Alameda county, Cal. Filed Nov. 16, 1905. Serial No. 287,616.

Claim.—1. A bicycle attachment consisting of a clamp-block attachable to the saddle-post; handle-bars adjustably secured to said clamp-block; a brace-rod extending rearward and secured to the crown of a form straddling the rear wheel and secured at, or near the axis thereof; a saddle-spring curved upward from the crown of said fork, and supporting a saddle, the free end of said spring engaging a stirrup supporting pedal-rods extending through guides on said fork; pedals adjustably secured to said pedal-rods; stops adjustably fixed on said pedal-rods under said guides; and auxiliary springs clamped to the crown of said fork, and curved upwardly and secured to said pedal-rods at the said stirrup.

823,385. Motor Roller-Skates. Henry Beauford, Kansas City, Mo. Filed Oct. 2, 1905. Serial No. 281,040.

Claim.—1. An automobile skate comprising a body having front and rear supporting wheels, each provided with a gear-wheel, a longitudinal shaft having gear-wheels engaging the first-mentioned gear-wheels, an explosive-motor mounted on the body and having its power-shaft geared to one of the supporting-wheels, and an air-tank and a gasoline-tank for supplying the motor and arranged under the body between the said supporting-wheels.

823,485. Carburetter for Explosive Engines. William J. Steinbrenner and Godfried J. Mayer, Buffalo, N. Y., assignors of one-third to William H. Kreinheder, Buffalo, N. Y. Filed Mar. 3, 1905. Serial No. 248,303.

Claim.—1. In a carburetter, the combination of a carburetter-chamber having a conical wall provided with a port, a rotary conical valve lying against the inner side of said wall and having an opening therein, a vaporizing-nozzle terminating adjacent said port, a device for maintaining the level of the liquid hydrocarbon in said nozzle, and a throttling-valve between said conical valve and the combustion-chamber of the engine.

823,658. Variable-Speed Gear. Reginald W. Wilson and Francis G. D. Johnston, Newcastle-upon-Tyne, England. Filed Dec. 9, 1905. Serial No. 291,055.

Claim.—1. In a variable-speed gear, the combination of a driving member, an epi-

cyclic gear, a driven member, means for connecting and disconnecting the driving members to and from the epicyclic gear, and reverse means for directly connecting the driving and driven members, substantially as described.

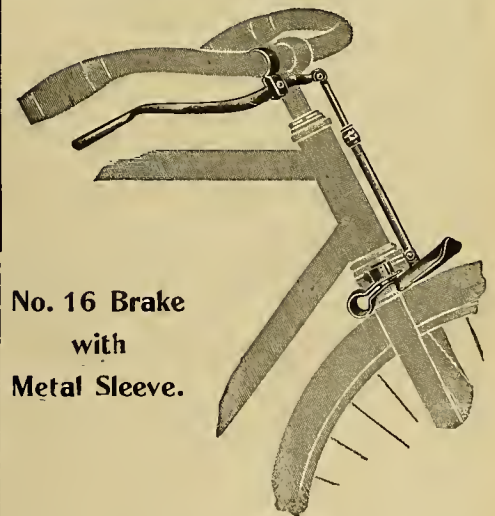
823,712. Adjustable Pedal-Crank for Bicycles. Bernhard Uhlmann, Passaic, N. J. Filed Nov. 9, 1905. Serial No. 286,593.

Claim.—1. The combination with a cycle-wheel, of adjustable pedal-cranks to permit various throws thereof, a lock mechanism for each crank to lock the latter in various positions, means for automatically releasing said locks and means to allow a manual adjustment of the releasing device, substantially and for the purpose as specified.

2. The combination with a cycle-wheel, of an adjustable pedal-crank, comprising an outer frame, a sliding part guided therein and forming the crank proper, said movable part carrying the pedal, notches in said movable part, an angular lever attached to the frame of the crank, a lock bolt or pin at one end of said lever, a transversal bore in the frame, the bolt being guided in said bore and adapted to engage one of the notches of the sliding crank and lock the latter, a device for automatically releasing the locking-bolt and means to allow a manual adjustment of the releasing device, substantially and for the purpose as specified.

824,245. Sparking Igniter. Charles M. Huey, Cleveland, Ohio, assignor of two-thirds to Webster F. Traves, Cleveland, Ohio. Filed June 24, 1904. Serial No. 213,980.

Claim.—. In a sparking igniter, the combination of a casing; a core; an armature; a plug connecting the core and the cylinder-head; a contact-electrode secured to said plug and insulated therefrom; circuit connections; a rod carrying a second contact-electrode; means connecting said rod and one end of said armature; and a spring intermediate of said core and the other end of said armature and constructed to bear against the lateral edges of the latter, said spring thus centering the armature relatively to the core and holding the same normally out of contact with said core.

Forsyth Specialties.

**No. 16 Brake
with
Metal Sleeve.**

Attached to wheel at handle-bar by clamp, and at fork-crown by expansion plug pressed into crown-head. Spoon is connected with plug by taper bolt, and by turning up nut plug is expanded, forming secure fastening. We make spoons with or without rubbers to fit all styles of crown. Lots of these brakes used. Every dealer ought to carry them.

Forsyth Mfg. Co., - Buffalo, N. Y.

In the F. A. M. Endurance Contest

New York to Rochester, July 2nd and 3rd, a distance of
390 miles—11 riders were prize winners.

Of **6** gold medal winners **5** motorcycles were equipped with **SPLITDORF COILS.**

Of **5** silver medal winners **3** motorcycles were equipped with **SPLITDORF COILS.**

Total—**8** out of **11** winners.

A motorcyclist's face lights up when you say

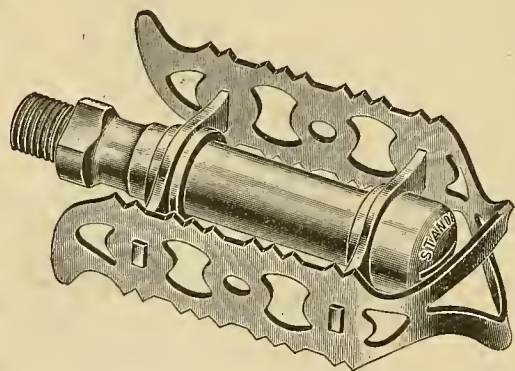
SPLITDORF COILS.

C. F. SPLITDORF, 17-27 Vandewater St., New York City

PEDALS AND SPOKES FOR EVERY MANUFACTURER WHO PRODUCES BICYCLES

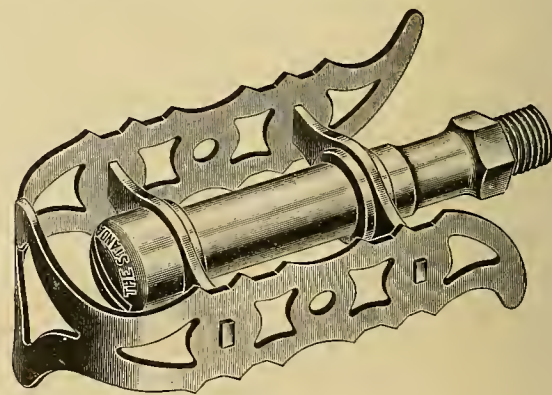
AND

For Every Man Who
Sells or Rides Them.



STANDARD JUVENILE NO. 2.

They are Pedals
and Spokes of the
Right Sort, too.



STANDARD NO. 1 RAT TRAP.

DIAMOND E SPOKES

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY

Makers also of Standard Two-Speed Automatic Coaster Brake, and Star and Sager Toe Clips,
TORRINGTON, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, July 14, 1906

No. 16

FOR ATLANTIC CITY MEETING

Care Necessary to Obtain Reduced Rates—
Topics to be Discussed.

As expected, the Central Passenger Association, following the example of the Trunk Lines Association, has conceded the special rate of fare and a third to the Cycle Parts & Accessories Association for the convention which that organization will hold at Atlantic City, July 25 and 26, in conjunction with the Cycle Manufacturers' Association.

As the jurisdiction of the Central Passenger Association embraces practically all of the Central and Central Western States, and as the Trunk Lines Association includes New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia and a part of Northern Virginia, the reduced rate will be available to the majority of those who attend the convention. The Eastern Passenger Association, and the New England Passenger Association were also applied to for a reduced rate, but they have declined to grant it; intending participants residing in the territory covered by those two associations may, however, share in the excursion rate by purchasing local tickets to a point from which the special rate will apply. For instance, jobbers coming from west of Chicago may purchase local tickets to Chicago and get the benefit of the rate from that point; similarly, those coming from New England may purchase tickets to either Albany or New York and at one or the other of these points obtain a reduced rate ticket.

It is important that all tickets be purchased under the name of the Cycle Parts & Accessories Association and no other. It is even more important that it be borne in mind that no refund of fare can be obtained because of the failure to obtain certificates or to have them properly vised by the special railroad agent on the date on which he will be present for the purpose at Atlantic City, and for which countersigning a fee of 25 cents will be exacted. This means that it will be absolutely necessary for each person to obtain a certificate from

the agent of whom he purchases a ticket, and to have it vised at the Atlantic City meeting; otherwise purchasers will be unable to obtain the reduced fare for the return trip and will be obliged to pay full rate in both directions.

Each day is bringing renewed assurances that promise a thoroughly representative attendance. E. J. Lloyd, president of the jobbers' association, has issued a letter to the members thereof urging them to be present, and the urging will probably result in swelling the number of those present at Atlantic City.

For the joint open meeting of the three Associations, the program committee, which comprises Charles A. Persons, chairman; B. S. Keefer and W. J. Surre, have arranged for the reading of several instructive papers of real interest to the whole trade. What will probably prove the most notable of the deliverances will be rendered by Harry Walburg, manager of the Miami Cycle & Mfg. Co. "If I Were a Bicycle Dealer" will be his topic. The reverse, "If I Were a Bicycle Manufacturer," probably will be handled by one of the most capable of the retailers. "Publicity Without Price" will be treated by R. G. Betts, editor of the Bicycling World.

It is likely that there will be some striking souvenirs in circulation at the convention, as it is known that several manufacturers have something out of the common in view.

Ives Freed of Old Debts.

Judge Hough, in the United States District Court, on Wednesday, granted a discharge in bankruptcy to Fred A. Ives, 130 East Thirteenth street, New York City. Ives formerly was engaged in the bicycle business at New Haven, Conn., and his liabilities amounting to \$1,833, were contracted while so engaged.

Why French will Move.

Howard A. French, the well known Baltimore dealer, will remove temporarily to 306 West Fayette street, while the building at 304 West Fayette street, which he now occupies, will be torn down and rebuilt; it will be ready for occupancy in the fall.

POPE AND MOTOR BICYCLES

Is Making Ready to Take Them up Again—
Big Mid-Season Call for Bicycles.

It is now definitely known that the Pope Mfg. Co. has again embraced the motor bicycle. Until two years ago they devoted much earnest attention to it but for some reason or other the interest lapsed and while they never wholly ceased to make and sell them, the Pope people made no marked effort in that direction and their machines, to all intents and purposes, ceased to be factors in the trade.

Last year it was stated that they had a new and greatly improved model under way and that this season twelve of these models would be put to the test in all the contests that happened. It is known that the machine was built—it was seen on the streets of Hartford—but that is all that came of it. Since then the Pope attitude has been a matter of much speculation and curiosity. One day this week, Superintendent Beck indicated that the strong and rising tide of motorcycle interest and demand had had its effect on the Pope establishment.

"We have a new machine," he remarked to a Bicycling World man, and he added with a show of enthusiasm, "it will give the best of them a rub."

In respect to bicycles, the Pope Mfg. Co. also appear to be in clover. Sales Manager Cox remarked that the business is holding remarkably good. Last week the orders totalled 1200 bicycles—and this in mid-July, more than a month after the demand is supposed to have spent itself for the year.

Neverleak Takes Alling into Court.

The Alling Rubber Co., Hartford, Conn., which conducts stores in several other New England cities, has felt the weight of the Neverleak hand. This is to say that the Buffalo Specialty Co. has filed suit against the Alling concern for alleged infringement of its Neverleak tire fluid patents. The Buffalo people's action, of course, prays that an injunction be issued.

ALTITUDES AFFECT MIXTURES

How Going up in the World Tends to Alter the Running of a Motor.

That there should be a more or less intimate connection between the barometer and the running of his motor is something that will doubtless strike the average motorcyclist as passing strange. In other words, the engine is susceptible to weather changes like the rural forecaster's corn or chronic rheumatism. Probably this is going a little too far in the other direction, though still adhering to a literal statement of the fact, for weather changes are always due to variations of barometric pressure and the latter is likewise responsible for an altered running of the motor, except that at the sea level these changes are seldom sufficient to be noticeable.

With motorcyclists who have taken their machines to high altitudes, however, the case is different and it may be of interest to learn why trouble should be experienced with a motor on this account. In computing the weight of various substances at sea level a barometric pressure of 30 inches is usually assumed as the basis of calculation. Taking this as a standard it is found that for every 1,000 feet of vertical ascent there is a drop of little more than an inch in the barometer, so that at an elevation of 5,000 feet the latter stands slightly over 24 on the average. At 10,000 feet it descends to 20.5 inches and at 14,000 feet—the height of Pike's Peak, which is probably the greatest altitude attainable on the continent, the average barometer reading is between 17 and 18 inches.

It is nothing unusual for motorcycles to be used at some of the lesser of these heights as for instance in the "Climb to the Clouds" up Mount Washington, which was achieved by motorcycles in but a few seconds more than was required by a 90 horsepower automobile, where the competitors ascended 6,000 feet. Beside, a large part of the western half of the United States lies at an altitude varying from 2,000 to 10,000 feet above sea level, Leadville, Col., being an instance of the latter extreme. As the altitude changes the character of the air becomes altered and it is the effect of the latter on the mixture that influences the running of the engine. It is principally the oxygen in the air that is utilized in the explosion so that upon the proportion of the latter in the air depends the efficiency of the charge. It is for this reason that some authorities contend that the air should not be heated prior to being drawn into the carburetter, but when it strikes the jet of fuel in order that it may be as rich as possible in oxygen.

And the rarified air of high altitudes is lacking in oxygen which accounts for the difficulty encountered in respiration and the greatly increased number of times per

minute it is necessary to take air into the lungs in order to maintain the same condition as at the sea level. The same is true of the motor; it would have to run proportionately faster in order to obtain approximately the same power as under normal circumstances, but as speed is not the only factor in the generation of power, its maximum output at a high altitude would be less than at sea level. At the latter a cubic foot of air weighs .076 pound at a temperature of 60 Fahrenheit. At 5,000 feet above sea level this becomes .063 pound and at 10,000 feet it undergoes a further reduction to .052 pound. At the summit of Pike's Peak or 14,000 feet above the sea level, it would be but .045 pound.

Taking this data for the purposes of calculation it will be evident that 5,000 feet elevation, the motor will only draw approximately seventeen-twentieths as great a weight of air per stroke into its cylinder as it would at sea level. Doubling the elevation, or making it 10,000 feet, reduces this proportion to slightly more than three-fifths, or, to be accurate, 68 per cent., and at 14,000 feet, 59 per cent. As each atom of oxygen only suffices to assist in the combustion of a certain number of atoms of fuel it will be evident that at the altitudes in question it will become necessary to alter the amount of fuel in the proportions of air mentioned in order to obtain an economical mixture; that is, but three-fifths as much gasoline. In other words, it would be impossible to consume more than three-fifths as much fuel in the engine at the elevation in question as at the sea level. This would mean that at an altitude equivalent to that of Pike's Peak the charge would have to be reduced to slightly more than half. It will be apparent that it is not every carburetter that has a sufficiently generous range of adjustment to meet such widely varying conditions satisfactorily. The engine may apparently run satisfactorily with the over-rich mixture for some time, but it will be extremely wasteful of fuel and is apt to occasion trouble of various kinds, such as overheating, sooted plugs and probably preignition, if there happens to have been a previous accumulation of soot on which to build.

It will be evident that the motor is being called upon to run under conditions which did not influence the builder's plans when designing it. This is apparent when it is considered that with the throttle fully opened, the amount of fuel drawn into the cylinder each time the inlet valve opens will be less by almost one-fifth than it would be under normal conditions. That is, running with the throttle wide open at a high altitude, say 5,000 feet, would be equivalent to operating the motor with it almost 20 per cent. closed at sea level and as the amount of fuel in each charge directly influences the compression obtained, it is obvious that the power rating of the motor must suffer. Its output is decreased in the same ratio as is the amount of fuel which it can burn at each stroke, and as has been

indicated, this difference amounts to almost one-fifth at an elevation of 5,000 feet and approximates one-half at 14,000 feet. This is, of course, the same as if the throttle were set so that it could not be opened to a greater extent than one-fifth or one-half of its ordinary range under usual conditions.

The reduction in the power developed is due first to the smaller charge of fuel admitted and the lower compression due to the latter. The proportion in which this would fall off would, of course, be governed by the maximum compression of the engine itself and would be about the same as the percentage of fuel reduction. Taking the average compression of the motorcycle cylinder as 80 pounds, this would drop to approximately 67 at an elevation of 5,000 feet and at 10,000 feet would fall to about 57, while at 14,000 feet it would not be much above 46 pounds to the square inch.

Remedying a Bent Sprocket.

A bent driving sprocket is an affliction which, though comparatively rare, is yet common enough to be included under the head of a "stock" difficulty, with a stock method of correction. Its occasion is usually some sort of a shock arising from an accident, and hence, it is not to be confounded with the stock difficulties which occur of themselves without apparent provocation or reason. Nevertheless, in its uneven drag upon the chain and tendency to cause the latter to ride, it constitutes a difficulty which cannot well be neglected. The remedy is comparatively simple. Remove the chain, and after spinning the cranks and noting which points in the sprocket are out of line, tap them lightly with a hammer until they are driven back into position. In doing this, care should be taken not to strike too heavy blows, either straining the parts or throwing the pitch-line out on the other side, and also, not to destroy the original line of the teeth, giving the sprocket a set to one side or the other. In readjusting the chain, care should be taken to see that it pulls in a straight line between the front and rear sprockets.

To Repair a Split Rim.

For repairing split rims, the following home-made panacea has been recommended. Take of pure yellow wax, resin, and Venetian red, equal parts; melt the resin and wax together, and add the Venetian red, stirring faithfully until an even mixture has been secured. Apply hot, and after putting on an even coat of the cement, clamp the parts firmly together and hold until the mixture has set.

Keenan Becomes a Corporation.

The F. P. Keenan Company, bicycle and sporting goods dealers in Portland, Oregon, "took out its papers" under Oregon laws, last week, with \$10,000 capital. F. P. Keenan, T. H. Gardner and A. T. Lewis are named as the incorporators.

ADVICE TO INVENTORS

How to Secure Patents and Some of the Pitfalls to be Avoided.

"It is a familiar saying—almost an axiom—that a large percentage of our great inventors fail to participate in the wealth produced by the creations of their ingenuity. And of the great army of inventors who invade the patent office annually only an insignificant few derive a substantial income from their efforts," says a contributor to the Business Men's Magazine. "Stories are abroad—numbers of them—that tell of fabulous fortunes laid at the door of the humble mechanic for the mere discovery of a kink in a wire hairpin or the merits of a zinc tip on a shoestring. Many of these stories are the creations of imaginative minds. We never meet the hairpin croesus driving his automobile on the boulevard nor do we pass the gilded palace of the millionaire author of the idea of combining an eraser with a lead pencil.

"The inventor lacks business acumen. This is his inherent failing. It requires the initiative of the promoter or the speculative propensity of the shrewd man in the commercial world to prove the worth of an invention from a financial standpoint. Many ideas—some barely passable—have brought thousands to the promoters, while others—truly meritorious—are dead and forgotten in the deep recesses of the patent office.

"It proves that the inventor is not a business man and that he must be a business man if he would find profit in his ingenuity.

"Another invention, whether highly meritorious or otherwise, must find its way into public favor, through the shrewdest kind of business management. This means that it must be judiciously financed, its merits must be adequately demonstrated, and, above all, it must be well and properly advertised.

"The ability to do these things is a faculty which the great majority of inventors do not possess. And, more than this, the man who fails to profit in his ingenuity, often finds the cause in his lack of discrimination and judgment.

"If I were asked to advise the young inventor, I would say, first of all, 'Do not waste your inventive talent, energy, time and money on experiments with unmarketable machines and devices.' Those who have made this 'invention business' the vocation of a life-time do not need the advice. It may be that a garret-full of derelict models and dust-covered drawings are reminders that this truism should have been discovered years ago.

"Again, I would say, 'Is there a demand for the improvement you have in mind, or is it probable or reasonably certain that good business management will be able to market the product?' and, 'Will the market price of the device be returned to the

buyer in due time by reason of its economical value?' Finally, in relation to the commercial value of an invention, I would say, 'Do not permit the ingenuity of a contrivance to subvert your good judgment of its market ability.'

"Millions have been invested in inventions that have never gone farther than the patent office and fortunes have been squandered on models and drawings that have never so much as reached the patent office. Think of it—several thousand patents have been issued on automatic car-coupling devices alone! Among these are dozens of sensible, practical, life-and-limb-saving devices, and yet only about one-hundredth of one per cent. of these have been put into actual practice by the railroad companies. Does it pay to waste time and money on experiments of this nature? Think it over. These are things that present an unprofitable field for experiment on account of 'over-invention,' and partly because prospective buyers are not in a receptive mood.

"An invention that possesses novelty only must depend upon cheapness for its selling force. The novelty of an expensive device with intricate mechanism will not recompense the cost of production. It must possess economical, labor-saving or commercial features in addition.

"Some men have mortgaged their homes and lost the savings from years of labor because they failed to comprehend the foregoing philosophy.

"Apropos of what has been said, it is opportune to mention that more than 200 discarded models were found in the garret of a New Orleans inventor, after his death a few years ago. This was the total inheritance of the heirs, who anticipated a division of thousands of dollars in governmental bonds.

"I wish to advise the uninitiated in this invention business. I want to give them the benefit of my own costly experiences.

"Don't dabble in costly experiments with vague ideas. Consult men of integrity—successful business men—as to the commercial value of your idea. This much will cost you nothing and it may save you hundreds of dollars in cash, time and worry. If you idea is a good one submit its every detail to a competent and reliable mechanical engineer. He will advise you as to its mechanical practicability. This will cost you little. No one will steal your idea and no one but the unscrupulous patent attorney will make you believe that this is possible. The fact that you have expressed your intention to prosecute your claim with reasonable diligence and in due time, and because you are now engaged in the transaction of preliminaries, is as good as a patent, and is so recognized in any court of law. After your drawings are complete, have them witnessed and attested before a notary public.

"Avoid the unscrupulous model maker. He is a parasite in the community. If your means are limited the working draw-

ings will answer every purpose of a model in your business transactions. If a manufacturer is impressed with the drawings of your device he will be ready to assist you financially in the building of a model and the prosecution of your patent. But do not obligate yourself beyond reason, and, wherever possible, attend to this patent-business on your own initiative.

"Avoid the unscrupulous patent attorney, and, particularly the inexperienced patent monger who is neither an attorney nor a competent man to entrust with the making of your claims. Ignore the attorney who is willing to prosecute a patent on any and everything, whether it is meritorious or not. Remember also that 'an applicant may prosecute his own case, but he is advised, unless familiar with such matters, to employ a competent attorney, as the value of patents depends largely upon the skillful preparation of the specification and claims.'

"Send to the Commissioner of Patents, Washington, D. C., for a copy of the 'Rules of Practice in the United States Patent Office,' and acquaint yourself with its instructions before selecting your attorney.

"Four dollars is a reasonable and sufficient attorney's fee in all ordinary cases which require no more than the regular service routine.

"This service should include a comprehensive search, the making and filing of claims and specifications and a diligent prosecution of the case, to the extent of making revisions to overcome the examiners' objections. I would advise the patentee to make a personal search of previous issues under the same classification, and cases where a series of patents pertaining to a certain device is not too extensive, it is well to send to the Commissioner of Patents for all drawings and specifications in that sub-class. When ordered singly, printed copies of drawings and specifications cost the applicant five cents apiece; when ordered by sub-classes, three cents each; and when ordered by classes, two cents each. In addition to the attorney's fee a complete application comprises the first government fee of \$15 and a final fee of \$20, to be paid on the issuing of the patent. Drawings are not included in the attorney's fee and these incur an additional cost of from \$5 to \$10 a sheet, according to the character of the work."

John A. Dann, for some time identified with the bicycle industry in the manufacture of wooden rims, inventor of a wooden bicycle, and many other wooden contrivances, died of apoplexy on Sunday night, July 8th, at his home in Hartford, Conn., after a three days' illness. Mr. Dann was the founder of the New Haven Chair Company, which engaged for some time in the production of bicycle rims, finally producing a wooden bicycle which was manufactured for but a comparatively short period.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 14, 1906.

During the Atlantic City convention, the headquarters of the Bicycling World will be established in Hotel Islesworth, parlor floor. The door will be swung open and chained fast.

The "Motor-Assisted Bicycle."

Experience has ever demonstrated that halfway measures are seldom any better than their title implies. At the best they are makeshifts and inventors have been finding this out ever since Adam took to the fig leaf. The bicycle has been afflicted with so many of this class of contraptions that it would be impossible to enumerate half of them as well as a most profitless task in the bargain. Now it is the turn of its motor driven successor, and the ingenuity of the evolver of things of this class has been bent upon the creation of a "now you see it and now you don't" form of motor and transmission that may be put on the bicycle whenever its owner gets tired of pedalling, and may be slipped into the hip pocket when out of use.

In all the time that perverted genius has been attempting to make vest pocket combinations that would be at once a comb,

razor, manicure outfit and toothpick, or a "do everything with it" tool that is a hammer, hatchet, jack-knife, saw and gimlet in one piece, did it ever produce an article that would even meet the requirements of one of these offices, let alone all? The alleged handy combination, in which it is attempted to combine the functions of half a dozen tools, will not serve the purpose of any one of them well. It is not a good hammer and it fails miserably in its other roles. The best test of the value of such gimcracks is that no one ever buys them twice and very few the first time.

Much the same indictment can be proved against the so-called "motor assisted bicycle" or the "work when you want to" bicycle, both of these terms representing Anglicisms for something that has never come before the cyclist prominently enough in this country to receive a popular name. That is, the clamp-it-on-the-bicycle-and-ride-off outfit that consists of a motor and accessories, including the transmission, which, according to the ad., "can be applied to any bicycle by anyone in ten minutes. Speed, 30 miles an hour." It is the half-way makeshift of the combination tool genius all over again, and strangely enough, there be those who confidently look forward to the advent of such a contrivance on as widely successful a scale as the bicycle itself. But pasting one of these outfits on a standard bicycle comes about as near converting it into a motorcycle as putting a little larger motor on a grocery wagon would transform it into an automobile.

Where Lock Nuts are Needed.

Whatever may be the efficiency and general utility of any machine, its sphere of usefulness to its owner is distinctly limited if it is so constituted that it will not stay together. A bicycle, for instance, which is liable to fall apart in the road without any immediate provocation, and for no other reason than that its rider has failed to go over all the nuts just before starting to make sure that they are fast in place, is by no means an ideal machine. And by the same token, a motor bicycle, which develops the same tendency unless its receives constant and unflagging attention, becomes more of a menace to its owner than a comfort.

As a matter of act, there is comparatively little likelihood that a nut properly adjusted will back off under normal conditions of use, while on the road, yet such

cases are by no means unprecedented. For example, within the last month, a motorcyclist was riding along at a good pace, when suddenly his front wheel jumped the slotted forks, and went spinning off down the road, leaving him in a heap with the rest of the machine. What had happened was that the nuts holding the wheel in place had loosened, one going first, the strain being removed from the axle, allowing the other to follow presently, the construction of the forks, which were slotted instead of being drilled out, aiding in the process and allowing the wheel to escape on the first rebound. Another example of the same sort happened still more recently, under almost the same circumstances, the rider in this case sustaining a severe shaking up. Both of these accidents, which involved considerable damage to the machines as well as injuries to the riders, might have been prevented had the nuts been properly locked from turning, but it is in the nature of man to overlook such things.

Lock nuts are plentiful on the market. The fact that not all makers fit them to their machines, unfortunately for their integrity, does not brand them as being imperfect or even impractical. They are made in several styles, are readily applied, effective in action and they are cheap to buy, either in quantities or in small lots. Had the riders in question been fortified with some provision of this nature, safe to say the accidents referred to never could have happened. They were not, however, perhaps because of ignorance, perhaps because of implicit trust in the manufacturer, perhaps because of mere carelessness. But at all events, they had to suffer the consequences. Probably the cost of putting on a set of lock nuts themselves would have been no more than a few cents, certainly, what was afterward expended in repairing the machines would have been sufficient to supply securities of this sort to a whole regiment of machines. A lock nut is pretty cheap accident insurance. It is one of the refinements and safeguards that are worth while.

If men and things continue their present trend the motorcycle referee of the future must combine the chief qualities of the gentleman, the barrister, the mechanical engineer, the pugilist, the baseball umpire and Sherlock Holmes. As compared with the referee of a motorcycle event, the cycling referee, as he has been known all these years, scarcely knows the real meaning of the word refereeing.

FOR ROAD RACE CONTROL

Weary of Waiting for C. R. C. Consolidation, a Rider Calls for Action.

With the collapse of the Vailsburg track road racing in this part of the country must certainly take on renewed vigor and the need of a controlling body to exercise supervision over this branch of sport will therefore become more and more undeniably necessary, if the sport is to be kept free from even greater abuses than have beset it.

Though not yet at its zenith, the road racing season is in full swing, and but a casual glance at the Bicycling World's table of "fixtures" shows that there is hardly a Sunday or holiday from now until winter that is not booked for some road race—mute evidence of the widespread popularity this branch of the sport is now enjoying. It is the genuinely amateur aspect of bicycle road racing that commends it as an admirable sport, but at the same time in this increasing popularity lies the lurking danger. So free is road racing from any kind of control—such as that exercised over bicycle track racing and other forms of competition—that the position must necessarily become chaotic, unless measures are taken to exercise some kind of control over it and prevent it from exceeding the bounds of a sane and useful sport.

Last winter there was some talk of forming a national organization to control road racing, but so far as I have been able to discover, little or nothing has been done. While the Century Road Club Association and the Century Road Club of America are and are conceded to be the leading organizations of their character in the country, it does not seem to me that the work of controlling road racing is entirely theirs. There was some talk of the two organizations coming together and forming one national body, and while an action like this no doubt would partly accomplish the object desired, it does not appear that the organizations will consolidate at least for some time, anyway. Therefore, why wait for the expected amalgamation?

My idea of an ideal control body for road racing, and one that could be launched and have its work well mapped out and under way before this season shall have closed, is something like this:

Have each club throughout the United States that expects to have anything to do with road racing, either as regards promotion or competition, elect a representative to attend what might be called the "formation meeting." These men could be governors in the association that might be formed, and thus each club would have representation on the controlling board. I believe in equal representation. For instance, a club having 400 members should be entitled to a representation of four governors, and a club of 100 or less, one. There you

have the nucleus. The governors, or delegates as they first would be called, could meet at some central point and complete organization, by electing officers such as might be needed, and adopting a constitution and by-laws as would be necessary, and adopt rules for road racing so drawn that they would cover every possible question that might come up for consideration.

There could be several districts, as the National Cycling Association apportions its territory, viz.: New England, Eastern; and Southern, Central and Western Districts. Each district could have its official representative, who would be supposed to look after the interests of the sport in his district. Each district would have an official handicapper, who should be paid a small sum to keep the register of the riders, records, and do the handicapping. Each rider then would get a "square deal" and be handicapped according to his average performance and not as is sometimes the case now—receive a handicap of ten minutes in a 25-mile race, finish last, and as a reward get his handicap reduced four or five minutes in the next event of the same distance.

The next thing to do would be to have each rider registered, the fee being, say, fifty cents a year, then no riders could compete against unregistered riders without punishment. On such a basis the national body—whatever name it might be called—could form alliances with the National Cycling Association, the Federation of American Motorcyclists, the American Automobile Association and the Amateur Athletic Union. As conditions are at present a rider may do all kinds of disgraceful things in road races without fear of lasting punishment. He may be disqualified for the particular race in which the offense is committed but that does not bar him from future competition. Another thing, a man may be expelled from any one of the above mentioned organizations, all of whom are allied, for crookedness, and there is nothing to prevent him from entering in road races and thus contaminate them by his presence. It is only the honest rider who suffers for under the present order of things the crooked one is free to resort to all manner of tricks and fraud without fear of punishment of any sort. A national body would eliminate this evil.

The way in which such an organization would be supported would have to be by the returns from its registration system and from the money paid for sanctions. Regarding sanctions, the national body could control that and I think it should be so arranged that each and every road race would have to be sanctioned, even to closed club races, these latter, of course, being compelled to pay a much smaller sum for the necessary permit. The committee or board that granted sanctions could see to it that no two opposing organizations be granted permits for races at the same place on the same day—a present evil that should be remedied.

LONGMARKER.

FIXTURES

July 22—Valley Stream, L. I.—Century Road Club of America's 50-mile handicap road race; open.

July 22—Valley Stream, L. I.—C. R. C. Association club races.

July 28—Worcester, Mass.—Worcester Dealers' Association's 25-mile handicap road race; open.

July 29-August 5—Geneva, Switzerland—World's championships.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

Nearer to 60 in the Hour.

When the new 666-metre track at Munich was completed a cycling "noter" on the other side predicted that the world's hour paced record would soon be transferred from the Parc des Princes at Paris to the German enclosure. It came to pass on June 20, when Thaddeus Robl who, by the way, hails from Munich, set out on the task of setting up big mileage for the hour and succeeded in covering 57 miles 117 yards in sixty minutes. The old record stood at 55 miles 1515 yards, by Guignard, last year. Robl may not receive full credit for his stupendous performance, as it is stated the timekeeper was not an official of the German union.

Darragon Wins Paced Title.

Louis Darragon in France's champion motor pace follower. He won the honor at the Velodrome Parc des Princes, Paris, Sunday, 2d inst. The distance was 100 kilometres, and Darragon covered this in 1 hour 14 minutes 57 seconds, beating out Dussot, who finished second by five laps, Bouhours by seventeen laps, Parent by twenty laps and Rugère by twenty-five laps.

VAILSBURG PETERS OUT

Featureless Card, Crowd Stays Away and Manager Throws up the Sponge.

Cycle racing is all off at the Vailsburg board track so far as Charles B. Bloemecke, the manager, is concerned. A meet was scheduled for last Sunday and less than 100 spectators and only about twenty riders were on the scene. Mr. Bloemecke threw up his hands in disgust and said:

"I'm through with the cycle racing game. If anybody wants the track to run race meets they can have it for a song; but so far as I personally am concerned, racing at Vailsburg is deadlier than a door-nail. I have lost over \$1,500 this season, and I do not intend to take chances in losing another penny. The professional riders think there is big money in promoting bicycle races; if they still think so, let them try it at the track here."

The decline began when the professional riders, three Sundays ago, went out on strike and refused to ride because the cash purses had been cut. On the Fourth of July less than twenty amateur riders appeared and there were few more than that number last Sunday, which fact caused the promoter to throw up his hands in disgust, pay back the riders their entrance fees, nail up the box office and lock the gate.

It is not believed that an attempt will be made to reopen the track this season, unless Frank Kramer brings back from Salt Lake a lot of professional riders. Kramer is signed to ride a series of match races against Iver Lawson on the Salt Lake track the first part of August, and a slight hope remains that the track may be reopened if he can induce some of the fast pros to come East. If he does not the circuit championship will go West this season, and if such shall prove the case it is doubtful if track racing will ever be revived in the East. The Bay View Wheelmen are said to have been looking for the chance to run purely amateur meets at Vailsburg, and charge a nominal admission, but unless the amateurs evince more enthusiasm than they have so far, it is not likely the Newark club will bestir itself.

Good Old Jokelet is Disinterred.

It is a good sign when the big magazines of the country begin to revive the be-whiskered bicycle jokes of a decade ago. The following is from Lippincott's:

"A traveling salesman in the employ of a large manufacturer in Philadelphia was obliged to go on a business trip into the West about the time an interesting domestic event was expected. The salesman desired his sister to wire him results, according to a formula something like this: If a boy, 'Man's safety arrived'; if a girl, 'Lady's safety arrived.' To the astonishment and chagrin of the father-elect, he had been gone but a few days when he received a

telegram which contained but one word: 'Tandem.'

Iowa's 80-year-old Cyclist.

The little town of Farley, Dubuque county, Iowa, boasts the unique distinction of having an octogenarian who rides a bicycle. This young old man is W. W. Haller, and, strange to say, he did not begin to ride a bicycle until he was seventy-three years old, a period in life when most men are willing to lounge around the house in an easy chair. A broken rib, and a few minor accidents happened to Mr. Haller before he mastered the wheel, but he was



W. W. HALLER.

game, and did not give up and soon was able to join his son-in-law and daughter, both cyclists, in their rides into the country. He does not confine himself to smooth, even roads, nor does he balk at any of the hills, of which there are some steep ones in the neighborhood. After he had learned to ride a while, Mr. Haller encountered a cow on the road and attempted to put her out of business. The cow never moved an inch. He moved about ten feet through the air.

William Washington Haller was born in Harrison county, West Virginia, Sept. 15, 1826. Both of his parents died when he was yet quite young. After a brief residence in Illinois, he moved with a family of neighbors to Missouri where he learned to fight Indians in the solitude of Jasper county near the Kansas border. He went to Iowa at the age of 20 and besides farming, he worked as a deckhand on a steamboat between St. Louis, Mo., and Galena, Ill. He has a family of four children living. Mr. Haller's grandfathers, Michael Haller and Jacob Koffman, were soldiers in the revolutionary war, and when the civil war broke out Mr. Haller enlisted as a private in Company F, Twenty-first Iowa Infantry. He has used tobacco and drank liquor in moderation all his life and his eyesight is so good that he can shoot a sparrow off the top of a tree.

THREE DAYS AT SALT LAKE

Spirited Sport with the Honors Well Distributed—Lawson Rides in 1:53 $\frac{1}{4}$.

Salt Lake City, July 3.—Iver Lawson appeared in a new role in the meet at the saucer to-night, that of unlimited pursuit riding, and he made good in a manner that opened the eyes of many who considered Lawson good only for sprint races. Lawson was arrayed against W. E. Samuelson, Hardy Downing and Joe Fogler. The men started equidistant from each other, with Lawson behind, Downing, Samuelson and Fogler in front. Downing was the first to succumb and Lawson then passed Samuelson like the fast mail passes a freight on a siding. After passing Samuelson, Lawson began to ride in earnest and started after the Brooklynite at a record-breaking clip. It was not as easy as the other harvest had been, but by continual plugging, with intermittent sprinting, Lawson overhauled and passed Fogler at 2 miles 135 yards. The time was 4:30.

Lawson, McFarland and Fogler refused to ride in the one-mile handicap, on account of the long marks given some of the good workers. Downing tried his luck, but the handicap men had it on the gamester a block. In the final Clarke and the other back-markers did not have a look-in. Achorn was first for almost the first time in his life, too; Agraz got second, and Mitten third. No doubt the handicapper was philanthropically inspired when he gave the handicaps, as the meal tickets of the men who won the race had about expired and there was slim chance of their eating unless something was done to let them win. The time was 51 $\frac{1}{2}$ seconds, several seconds below the world's record, which attests that the handicaps were outrageous.

Hume took the five-mile lap after a rather lively race in which McCormack fell and several others nearly rode their heads off in an effort to beat the slim youngster. Three laps from home Holliday and several other riders jumped ahead of Hume. After a pretty tussle, Hume regained the lead but no sooner had he got in front than Fred West challenged. For some distance the pair fought neck and neck, but Hume, by a magnificent burst of speed on the stretch, forged ahead and won easily. Giles was third and John Berryessa fourth. They evidently are afraid of Hume, for in the one-mile amateur invitation all were allowed to ride except Hume. The race was won by West. The summaries:

One-mile handicap, professional—Qualifants: W. L. Mitten (120 yards); E. Agraz (90 yards); Ben Munroe (70 yards); S. H. Wilcox (65 yards); Saxon Williams (40 yards); J. E. Achorn (110 yards); E. Smith (80 yards); Jack Burris (60 yards); E. A. Pye (45 yards), and Walter Bardgett (25 yards). Final heat won by J. E. Achorn,

New York City; second, Emil Agraz, Mexico; third, Worthington L. Mitten, Davenport, Ia.; fourth, E. A. Pye, Australia. Time, 0:51 $\frac{3}{4}$.

One-mile invitation, amateur—Won by Fred West; second, Hal McCormack; third, Fred Schnell; fourth, J. E. Holliday. Time, 2:13 $\frac{3}{4}$.

Unlimited pursuit—Won by Iver Lawson, Salt Lake City; second, Joe Fogler, Brooklyn; third, W. E. Samuelson, Salt Lake City; fourth, Hardy K. Downing, San José, Cal. Distance, 2 miles 135 yards. Time, 4:30.

Five-mile lap, amateur—Won by Jack Hume; second, Fred West; third, Parley Giles; fourth, John Berryessa; fifth, J. E. Holliday. Time, 10:34. Laps—Thomas (3), Wright (6), Holliday (4), Giles (2), Morgan (5), Bird (2), Schnell (4), Berryessa (7), McLaughlin (3), West (1), and Hume (2).

Salt Lake City, July 4.—There is always more or less pent-up enthusiasm that must find an outlet on Independence Day and such proved the case in Salt Lake to-night. Most of the riders had been celebrating all day and they felt just good enough to give the likewise enthusiastic overflow crowd at the saucer-track more than exciting racing.

During the night two world's records went by the boards—the five-mile, so long held by W. S. Fenn, and the quarter-mile unpaced against time, which previously was credited to Samuelson. The first was accomplished in the five-mile lap race and the other in the record trials, which were more than interesting, as they gave a line on just how fast the professionals are riding at the local track. Each man took a try at Samuelson's 34 second mark and all failed to lower it but Lawson, who covered the distance in 23 $\frac{3}{4}$. The next best times were made by Joe Fogler, W. E. Samuelson and Hardy Downing, each of whom rode in 24 $\frac{3}{4}$.

The other record was broken by Lawson also, who rode five miles in the phenomenal time of 9:56—a mark that will not likely be disturbed for some time to come. For the first four miles it was simply a case of "sprint your head off," but in the last mile the men who work for big money began to work in combinations. Pye with Agraz and Samuelson on, was the first to go. They jumped from the rear with one of those "steal a lap" drives, and in an instant Floyd McFarland with Iver Lawson and Downing in behind went after the flying trio. Pye saw it was useless and dropped back. Then Agraz went out, but quickly let go. "Sammy" was going by this time and began to unwind his sprint when he looked over his shoulder and saw McFarland's smile, safe on his rear wheel and the entire bunch evidently enjoying the merry clip. Samuelson became disgusted and quit right then and there. With McFarland leading the bunch, Williams made a nice jump with Friend Hopper where any rider would like to be who was looking for first money. This pair did some great riding

and the lengthy McFarland had some tall racing to do to get Lawson up. When he did, it was "bing," Lawson for the tape and first money. In Hopper McFarland found a game one who fought him to the tape and beat him out, Downing coming in fourth and Palmer landing fifth.

The final heat of the mile handicap was a great race. Williams, Hopper, Wilcox, McFarland, Achorn, Lawson, Downing, Bardgett and Burris qualified. The handicapper came to the realization that there is a limit to the scratch men's speed and to-night gave them a fighting chance for the money. It took a Downing, McFarland and Lawson combination to land it, however. It took all of Lawson's speed to get McFarland up to the limit men, and then the crowd saw a battle royal between Long Mac and Hopper for first money, the elongated Californian winning by only a slight margin. Lawson fell near the finish, as did Saxon Williams, but the bunch cleared them.

The summaries:

Quarter-mile record trials—Iver Lawson, 0:23 $\frac{3}{4}$ (world's record); Downing, Fogler and Samuelson, 0:24 $\frac{3}{4}$; Walter Bardgett, Floyd McFarland, E. Smith and A. J. Clarke, 0:25; Norman C. Hopper and E. A. Pye, 0:25; Ben Munroe, 26; Emil Agraz, 0:26; S. H. Wilcox, 0:26 $\frac{3}{4}$, and Saxon Williams, 0:27.

Quarter-mile open, amateur—Qualifants: Phil Wright, Ed Mayer, R. Thomas, Hal McCormack, P. Giles, J. E. Holliday, Fred West, R. Mayerhofer and F. E. McLaughlin. Final heat won by West; second, McCormack; third, Hume; fourth, Giles. Time, 0:30 $\frac{3}{4}$.

One-mile handicap, professional—Won by Floyd McFarland, San José, Cal. (scratch); second, Norman C. Hopper, Minneapolis, Minn. (70 yards); third, Walter Bardgett, Buffalo, N. Y. (35 yards); fourth, S. H. Wilcox, Salt Lake City, (110 yards). Time, 1:51.

Three-mile handicap, amateur—Won by Fred E. Schnell (110 yards); second, A. Crebs (140 yards); third, Phil Wright (140 yards); fourth, King (180 yards); fifth, Fred West (25 yards). Time, 6:06.

Five-mile open, professional—Won by Iver Lawson; second, Norman C. Hopper; third, Floyd A. McFarland; fourth, Hardy K. Downing; fifth, S. H. Wilcox. Time, 9:56 (world's record).

Salt Lake City, July 6.—Although no world's records went by the boards to-night the races were fast and exciting and splendid times made in all the events. In the final heat of the one-mile open, Iver Lawson rode the distance in 1:53 $\frac{3}{4}$, which is almost record-breaking time, and all who know how fast Lawson is riding have little doubt but that Kramer's long standing figures for the mile will be scalped by Lawson and tied to his already heavily loaded belt.

One of the best events to-night, however, was the five-mile motorpaced race in which

were Hardy K. Downing, paced by Turville; Ben Munroe, paced by T. Samuelson; Emil Agraz, by E. Smith, and Norman C. Hopper, with E. Heagren in front. The pace set by the machines was dizzy from the beginning and the time made by Downing, the winner—7:08—attests this fact. From the crack of the starter's pistol until the finish Downing followed his pace with precision and accuracy that was beautiful to behold and first off he was never headed. Early in the race, Hopper, who could not follow his machine, and Agraz, whose exhibition was nothing remarkable, were lapped and the contest simmered down to a dual battle between Downing and Munroe. Samuelson, who was pacing Munroe, was riding his new machine, and many were surprised at the end of the second lap to find him half a lap behind Turville, instead of half a lap ahead. Toward the end of the fourth mile, Downing called for faster pace and Turville, turning his machine to the last notch, started after Munroe and Samuelson. After a desperate sprint the gap was closed, but as Turville drew up to go around, Samuelson threw open his machine. Then began a beautiful fight. All bunched so closely that a blanket could have been thrown over the four riders as they sailed on. At first it looked as though Downing and Turville would go around, but soon the crowd perceived that the other boys were fighting game, that they were gaining slightly instead of losing. With the two machines still spitting fire and Downing and Munroe winning back lost ground instead of losing more, Downing was the winner, almost by a lap, Munroe was second and Agraz third.

In the final of the three-quarter mile open amateur, Fred West won out from Hume after a fight that lasted for the last lap and a half. The novelty of having someone defeat the almost invincible Hume caused the crowd to give West the glad voice, he was cheered to the echo, and when that had died away, it began all over again.

The summaries:

One-mile amateur, professional—Final heat won by E. A. Pye, Australia (65 yards); second, Floyd McFarland, San José (scratch); third, Emil Agraz, Mexico (125 yards); fourth, J. E. Achorn, New York City (140 yards). Time, 1:50 $\frac{3}{4}$.

Half-mile handicap, amateur—Final heat won by Mayerhofer (105 yards); second, E. Mayer (110 yards); third, D. King (75 yards); fourth, P. Wright (70 yards); fifth, Fred West (10 yards). Time, 0:54 $\frac{3}{4}$.

One-mile open, professional—Won by Iver Lawson; second, Floyd McFarland; third, Joe Fogler; fourth, E. J. Clarke. Time, 1:53 $\frac{3}{4}$.

Three-quarters mile open, amateur—Won by Fred West; second, Jack Hume; third, D. King; fourth, P. Giles. Time, 1:53 $\frac{3}{4}$.

Five-mile motorpaced, professional—Won by Hardy K. Downing; second, Ben Munroe; third, Emil Agraz; fourth, Norman C. Hopper. Time, 7:08.

The Doings on Dugway Hill at the F. A. M. Meet.



ONE OF THE SNAKELINE CURVES OF THE HILL.

Rochester, N. Y., July 6.—To-day for the first time since the gasoline motor made its appearance, a contest was run in this country in which the actual capacity of the engine and not arbitrary speed was the deciding factor.

The occasion was the hill climbing contest which formed one of the features of the annual meet of the Federation of American Motorcyclists. The experiment was tried in the free-for-all class, piston displacement being the foundation factor—Callender's formulae, as it is termed in the scientific books in honor of the learned professor who evolved the system.

The scheme places all men and all machines on an equality. The man of heavy weight is at no disadvantage, as is always the case in unrestricted competition, and the man with a little single cylinder motor-cycle has an equal chance with the man with a big, powerful "double." The awards are arrived at by multiplying the piston displacement or cubic capacity of the cylinder by the time in seconds and dividing this result by the combined weight of man and machine.

In to-day's contests three "doubles" participated. They made the fastest ascents,

FREE-FOR-ALL. PISTON DISPLACEMENT.

Name.	Address.	Machine.	Time.	Disp.	Weight.	Score
1. G. N. Holden, Springfield, Mass.		1¾ h-p Indian	:44¾	15.85	241	2.92
2. F. A. Baker, Brooklyn, N. Y.		2¼ h-p R-S	:47¾	20.13	254½	3.75
3. J. B. De Rosier, Springfield, Mass.		4 h-p Indian	:34¾	34.50	280½	4.28
4. W. C. Chadeayne, Buffalo, N. Y.		3 h-p Thomas	1:02¾	19.30	273	4.41
5. F. G. Helmer, Addison, N. Y.		2½ h-p Reliance	:55½	21.22	252½	4.63
6. S. T. Kellogg, Springfield, Mass.		4 h-p Indian	:36½	34.50	254½	4.90
7. A. Cook, Hammondsport, N. Y.		5 h-p Curtiss	:36¾	49.90	292	6.25
8. C. H. Jones, Rochester, N. Y.		2¼ h-p Indian	1:05¾	—	—	—

TOURING CLASS. SINGLE CYLINDER.

Name.	Address.	Machine.	1st Trial.	2d Trial.	Best Time.
1. S. T. Kellogg, Springfield, Mass.		2¼ h-p Indian	:42¾	—	:42¾
2. G. N. Holden, Springfield, Mass.		1¾ h-p Indian	:43¾	—	:43¾
3. F. G. Helmer, Addison, N. Y.		2½ h-p Reliance	:56¾	:50¾	:50¾
4. W. C. Chadeayne, Buffalo, N. Y.		3 h-p Thomas	:53¾	:55½	:53¾
5. W. Goerke, Brooklyn, N. Y.		2¼ h-p R-S	:55½	:53¾	:53¾
6. A. Jeanotte, New York, N. Y.		2¼ h-p R-S	1:02¾	:57¾	:57¾
7. C. H. Jones, Rochester, N. Y.		2¼ h-p Indian	1:05	1:00¾	1:00½
J. B. DeRosier, Springfield, Mass.		2¼ h-p Indian	:38¾	Disqualified	—

of course, but when Callender's formulae was brought to bear they were placed third, sixth and seventh in a field of eight—and the eighth man did not weigh in. The statistics provide interesting comparisons and constitute an instructive contribution to science but, however it may equalize things, it is safe to say that the piston displacement plan never will become a popular form of hill climbing. Sport and mathematics do

not mix very well—and there's an awful lot of mathematics about Callender's formulae. Referee Douglass—and no official ever spent a more laborious week—was the only man who had it near his finger tips and at that it required several hours of weighing and figuring before the result was known. When it was announced, Jacob De Rosier, who made the fastest ascent in both classes, only to be disqualified in the single cylinder



AT THE TIMERS' TELEPHONE, ON TOP OF DUGWAY HILL.

event, and who found himself placed third in the free-for-all, decided that the officials were "doing" him and promptly got mad and threatened to go right home. He didn't go. Callender's formulae is too large to enter Jacob's brain; it will prove too complex for many others even more fortunately equipped in that regard.

The hill selected by the Rochester Motorcycle Club for the contest, locally known as Dugway hill, is neither very long nor very steep. Roughly, it is 2700 feet long with an average grade of eight per cent. Its surface is good but narrow. There is a towering embankment on one side and on the opposite side a wood railing to keep the unwary from plunging into the gully below. In its sinuosity lies the chief difficulty of ascending the grade at speed. There are eight snake-like curves to be negotiated and which invite disaster, but fortunately nothing untoward occurred.

The proceedings opened with the contest for regularly catalogued single cylinder touring machines. Jeanotte, on a $2\frac{1}{4}$ horsepower R-S, was the first man up and his 1:02 $\frac{3}{4}$ gave the first clue to the pace that was possible. It was a false clue, as Goerke, on a machine of the same make and power, sailed up next in 55 $\frac{1}{2}$ seconds. C. H. Jones, $2\frac{1}{4}$ horsepower Indian, an elderly gentleman with side whiskers, who sat bolt upright, followed in 1:05. The air was still and the exhaust from the open mufflers could be heard by the crowd on the summit long before the men could be seen. The break in the regularity of the explosions told when they cut off power in rounding the curves. When the fourth man was ascending there was but one almost inaudible break of the sort. It was the daring De Rosier, $2\frac{1}{4}$ horsepower Indian. He whizzed over the tape in front of the telephone affixed to a telegraph pole in 38 $\frac{3}{4}$ seconds—time that made the crowd buzz. S. T. Kellogg, on a machine of the same

sort, flew up next in 42 $\frac{3}{4}$ seconds. This proved the winning time; it was approached only by Holden (Indian), who came within one second of it. Neither Kellogg nor Holden took the second trial to which they were entitled, although all of the others, save Chadeayne, improved their records on their second attempt.

De Rosier did not climb twice, but not because of lack of desire on his part. When he completed his first flight he carefully deposited his machine in the tall grass. It had been brought to the course with a rag around the cylinder, suggestive of a sore throat. While it reposed in the grass, an inquisitive individual who wondered what had ailed it, took to the grass and examined it. He discovered a full line of beautifully symmetrical holes bored in the cylinder at just the right place—auxiliary exhaust

ports, to be exact. They are worth seconds in any contest of speed, but they are not common to regularly catalogued Indians and scarcely fit the machine for every day touring.

De Rosier is such an artless fellow, however, that even after he had been disqualified and had been seen on the hill carefully wiping the evidences of exhaust gas from around the auxiliary ports, he was still in doubt as to the cause of his disqualification and "supposed" it was because of his saddle; to help his case he offered the machine for sale at list price, \$210. He was so very, very innocent that it was necessary to point out the ports to him. Later his bluff about selling a machine he did not own was "called" in the presence of Oscar Hedstrom who had loaned it to the Frenchman. Hedstrom changed color slightly, but carried out the bluff. In the presence of witnesses, he consented to the sale and the speedy Indian was ordered shipped to New York. It never was shipped. Hedstrom "discovered" that a Springfield rider previously had made a bid for it.

Then followed the free-for-all on the piston displacement plan. De Rosier, Kellogg and Cook rode "doubles" and in that order made the fastest times, 34 $\frac{1}{2}$, 36 $\frac{1}{2}$ and 36 $\frac{3}{4}$ seconds, respectively. But Holden, on a single, who did 42 $\frac{3}{4}$ seconds and whose piston displaced less than half as many cubic inches as those of the first two and less than one-third as much as Cook's, was returned the winner when the mathematical and equalizing formulae was applied.

First Blow at Open Muffler Nuisance.

Los Angeles, Cal., is the first city that has taken special cognizance of the open muffler nuisance. The city council has passed an ordinance requiring that all motorcycles be equipped with mufflers and that the mufflers be kept closed within the city limits.



DE ROSIER, DETECTED AND DISQUALIFIED.

Kellogg Gets Two More F. A. M. Championships; Goerke's Star Arises.

Rochester, N. Y., July 7.—Oscar Goerke, a pocket edition of humanity, hailing from Brooklyn, N. Y., proved the surprise party in the concluding chapter of the Federation of American Motorcyclists' annual meet—the card of races on the Crittenden Park half-mile track which rain had required to be postponed from the 4th.

Goerke won the novice and one other race Thursday, but because none of the "stars" lined up in either event he attracted scant notice. To-day they loaned him the new $2\frac{1}{4}$ horsepower R-S, one with mechanically operated valves, among other things—the same one which F. A. Baker used in the road race and hill climb—and in the first event of the afternoon—the mile championship—the youngster began to make eyes blink. In that event there were pitted



WALTER GOERKE.

against him, Kellogg, De Rosier, Curtiss and Cook on double cylinders and Holden on a single. Goerke was next to Holden on the outside, but at the crack of the gun, he got away so quickly that he took the pole at once, although he was passed by Kellogg and Curtiss in the backstretch. Cook failed to get going well and did not figure in the race, DeRosier also started badly, but was closing up on the backstretch when on the far turn he skidded badly and at once sat up. Curtiss likewise misjudged his speed and slackened, and although he did not quit, he was quickly passed by Goerke and Holden who were sticking to their work. The race then looked like a gift to Kellogg, as it so proved, but Goerke was not more than 50 yards behind him and the way the little fellow took the turns was what first caused the knowing ones to "take notice." While all the others rode wide, he hugged the pole as if on the most scientifically built track in the world. He had done some board floor racing and the experience stood him in good stead. He gained five yards every

time at every corner, and was beaten by but 50 yards. Kellogg's time was 1:26. Holden was 60 yards behind Goerke and Curtiss coasted over the line in fourth place.

It was in the very next race, the ten miles, flying start, for single cylinders, that

THE THREE-PLY CHAMPION.



STANLEY T. KELLOGG,

Winner of the one mile, five miles and one hour motorcycle championships.

Goerke won his spurs. De Rosier, Kellogg, Holden and Chadeayne were the others who competed. Goerke again proved wideawake and quick on the trigger and got away in front only to be passed by De Rosier, who led him by 30 yards at the mile, ridden in 1:27 $\frac{3}{4}$. On the third lap, Kellogg had a tumble. His machine went from under him at the far turn and in some way he fell on his stomach, tearing a big, clean hole in his jersey, then he slid onto the grass on his back with such force as to pick up a decided green color on the rear of his light sweater. He was unhurt, but out of the race. Goerke and De Rosier were having the battle between them; the other two were merely runners-up. On the fourth lap Goerke finally nailed the Frenchman and took the lead. He held it for a mile, each time cutting corners beautifully while De Rosier ran wide; but the latter stuck to his knitting and closed the gap and was again in command at the third mile. The little fellow never let up; he slowly closed the daylight between himself and his rival and on the ninth lap, when the latter rode wide, as usual, Goerke hugged the pole and went to the front and was never thereafter headed, despite De Rosier's frantic efforts. The Frenchman's end came suddenly on the sixth mile. On the hoodooed far turn he fell heavily and, though bruised, he picked himself up and remounted, but

he rode around but one lap and then quit. The Rochester papers had alliteratively dubbed him "Demon" De Rosier, but the reporters who did the dubbing then and there agreed that the fight the Brooklyn lad put up and the way he cut corners had taken a lot of brimstone out of the "Demon." It was the best fought race of the meet and the only one that caused much enthusiasm. After the downfall of the "demon," Goerke won as he pleased in 14:51 $\frac{3}{4}$. Holden was second in 15:10 $\frac{3}{4}$, and Chadeayne, third, a lap and a half behind.

The five-mile championship which Curtiss won only to lose, was a thriller, but chiefly because of the way the big "doubles" ran wide on the turns and the closeness with which they came to the fence, promising to require the services of the ambulance, which



"NEVER-QUIT" CHADEAYNE.

someone had had stationed on the grounds. Curtiss, Cook, De Rosier and Kellogg on "doubles," and Goerke and Holden on singles, started, De Rosier again getting away poorly. The story is quickly told. Curtiss immediately went to the front and was never headed. Cook trailed him at a respectful distance and for a mile Goerke was in third place, and showed signs of more promise. He was then passed by Kellogg and gradually faded away, stopping on the fourth mile, because of trouble with poor oil. Curtiss rode wider than any of the others, but nevertheless was clocked at each mile, as follows: 1:26 $\frac{3}{4}$, 2:47 $\frac{3}{4}$, 4:09 $\frac{3}{4}$, 5:31 $\frac{1}{2}$, 6:55 $\frac{1}{2}$, which is "going some" on a half-mile dirt track. He won with all of a hundred yards to spare; Cook was second, Kellogg third, fifty yards away, De Rosier fourth, Holden fifth. At the weighing in—the championships are limited to 110-pound machines—Curtiss was proved to be 1 $\frac{1}{2}$ pound and Cook six pounds overweight, which, of course, automatically disqualified both of them and moved up

Kellogg, De Rosier and Holden in that order.

The subdued "demon" had more hard luck in the three miles Hang-Together. In this race the men were required to follow a pacemaker until a signal was given on the last lap, the object being to keep them bunched and furnish a close finish. De Rosier's chain broke on the third lap and put him out of it. The others hung well together, but the finish was bungled. Three men had been stationed along the straight purposely to mislead the men; only one of them was to give the signal, but the pacemaker, who had been instructed to keep going until the handkerchief dropped, promptly let up when he reached the first man, whereon the racers jumped him and spread all over the track. Curtiss, on his "double," got the best of the jump and won in 5:25½; Kellogg was second and Cook third. Referee Douglas ordered the race run over, but as the competitors agreed to let the result stand, it was permitted to stand.

De Rosier had his solitary inning of the day in the one mile, flying start. He got the best of the start and was in front all the way, winning by 20 yards in 1:27½; Holden, second; Kellogg, third. Goerke did not live up to his newly acquired glory and trailed in fourth. Chadeayne also ran, of course.

George L. Miner, the wide awake Rochester dealer, gave a cup to be raced for by his customers, three of whom started. F. L. Hunt ran away from the others, doing the distance, three miles, in 5:16½. T. Dransfield and Grant Gregory, a small boy, finished in that order. All rode Indians and as Hunt's was borrowed for the occasion, the cup was given to Dransfield. The summary:

One-mile, national championship—Won by Stanley T. Kellogg, Springfield, Mass., 4 h. p. Indian; Walter Goerke, Brooklyn, 2½ h. p. R-S, second; George N. Holden, Springfield, Mass., 2¼ h. p. Indian, third. 14:51½. Also ran—G. H. Curtiss, Hammondsport, 5 h. p. Curtiss, and Albert Cook, Hammondsport, 5 h. p. Curtiss.

Ten-mile, flying start—Won by Walter Goerke, 2¼ h. p. R-S; George N. Holden, 2¼ h. p. Indian, second; William C. Chadeayne, 3 h. p. Thomas, third. Time, 14:51½. Also ran—S. T. Kellogg, 2¼ h. p. Indian and J. B. De Rosier, 2¼ h. p. Indian.

Three-mile Hang-Together race—Won by G. H. Curtiss, 5 h. p. Curtiss; S. T. Kellogg, 4 h. p. Indian, second; A. Cook, 5 h. p. Curtiss, third. Time, 5:25½. Also ran—W. C. Chadeayne, J. B. De Rosier and G. N. Holden.

Five-mile national championship—Won by S. T. Kellogg; J. B. De Rosier, second; G. N. Holden, third. G. H. Curtiss, Albert Cook, W. C. Chadeayne and Walter Goerke also ran. Curtiss finished first and Cook second, both being disqualified owing to

the fact that their machines were overweight. Curtiss's time, 6:55½.

One-mile, flying start—Won by J. B. De Rosier, 2¼ h. p. Indian; G. N. Holden, 2¼ h. p. Indian, second; S. T. Kellogg, 2¼ h. p. Indian, third. Time, 1:27½. Walter Goerke and W. C. Chadeayne also ran.

REFEREE OF THE ROCHESTER MEET.



ROLAND DOUGLAS.

Chairman F. A. M. Competition Committee, who has been reappointed for another term.

Three miles, for Miner cup—Won by F. L. Hunt, Rochester, in 5:16½; Thomas Dransfield, Rochester, second; Grant Gregory, Rochester, third.

Massachusetts Adds Motorcycle Burdens.

Massachusetts's latest revision of its automobile law which was approved by the governor on May 24th, is now in operation. In at least two respects it is fairer than the previous act, i. e., it requires that all police traps shall not be less than one-quarter of a mile in length and extends from 15 to 60 days the time in which protests against special legislation enacted by local authorities may be filed.

In all other details, the revised law, which specifically includes motorcycles, simply serves to make the Bay State appear more than ever like a province of Russia instead of an integral part of an American republic. The amendments increase the czarlike powers of the Massachusetts Highway Commission, practically constituting that body a legislative court with power to enact laws, that is, rules and regulations, at its option and to impose fines for the violation thereof. Manufacturers and dealers

are singled out as special targets. According to the revised act, if they violate the law, the Highway Commission is absolutely required to practically suspend their business for periods of from 30 to 60 days or longer, if deemed advisable—this by revoking the licenses covering all cars or motorcycles they may possess. Revocation of owners' licenses after a third offense is also made mandatory. Failure to stop on the signal of a police officer wearing a badge or a uniform is made punishable by a fine of not less than \$25.

Non-residents also are affected by the changes. Previously they were permitted to remain 15 days in Massachusetts under the license of their own States; but the amendments reduce the period to seven days.

Historic Cycles in Munich Museum.

In the German Museum at Munich, which always is open to visitors and students from all parts of the world, is to be found the beginning of one of the most interesting collections of bicycles ever gotten together, and one which probably will upon its completion be the most inclusive in the world, for it will comprise a record in models, of the entire history of the bicycle from first to last. The authorities of the museum have undertaken to secure a collections of models representing the development of technical constructions of various sorts running through a wide range of the mechanical arts, and among others, space has been reserved for a bicycle exhibit. The intention is to make the collection absolutely complete insofar as types marking distinct eras in design are concerned, and the idea when carried out will serve to present to the world what is probably its first complete synopsis of the bicycle industry.

The various types will be grouped under thirteen different heads, representing thirteen types of cycle, as follows:

1. A cycle for running with fixed front wheel, called Celerifere, known at the beginning of the 19th century.
2. Draisine with adjustable front wheel, which can be steered, known in 1817.
3. First cycle with cranks, built by the instrument maker, Fischer, of Schweinfurt, in 1840.
3. One of the first cycles made of iron with wire spokes, built end of the sixties, in 19th century.
5. One of the first Stanley cycles (high machines), whose spokes could be adjusted, with rubber tires, etc., built about 1870.
6. A cycle (high machine) with parallel levers and chain drive.
7. One of the first tricycles with direct driven front wheel, built about the end of the seventies.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau street, New York.

HEAVY FROST IN NEW JERSEY

Happened at New Brunswick on Saturday
Last—Racemeet Minus Spectators.

Although at the time the sun was shining brightly and warmly, one of the biggest frosts in several years occurred at the Highland Park driving track, at New Brunswick, N. J., on Saturday last, 7th inst. Just what caused it would be difficult to determine, for the combination bicycle, motorcycle and automobile race meet that was supposed to take place there had been liberally advertised and as good a frame-up of events arranged as any made this year. Those few who journeyed from New York to see and take part in the races were more than glad they purchased a return ticket; the *Bicycling World* man was one of the rejoicers. Originally, the meet had been scheduled for July 4, but rain caused a postponement until Saturday. Doubtless this mitigated against its success, but the real reason for the fizzle was that the admission fee exacted from the spectators was too high. Highland Park track is a half-mile dirt trotting track with about the worst surface of any oval this side of the Jersey pine belt. Notwithstanding this, the Raritan Driving Association manages to conduct some locally thrilling horse races on it at times, and the admission always has been fifty cents. The management of the bicycle race meet wanted to charge a general admission of twenty-five cents, but this, L. R. Hope, the horsey manager of the enclosure, would not think of. "Why it would cheapen the track," he exclaimed in unholy horror. So the admission was kept at fifty cents. As the population of New Brunswick is largely composed of Hungarians, Poles and Slavs, fifty cents is an amount not to be saved out of their meagre earnings in a week, and consequently when the races were postponed on the Fourth, they spent their fifty cents for beer and peanuts, and were without the necessary price of a ticket when Saturday rolled around.

The attendance could have been put into a "two by twice" Harlem flat comfortably. Two ladies sat in the grandstand, another, who came in on a pass, her papa owning an interest in the track, occupied the judges stand, while about thirty or forty men came through the gate in the regular way and the balance of the audience was composed of boys who climbed over the fence. In fact, there were not enough spectators to draw officials from, so the *Bicycling World* man was impressed into the multiple capacity of referee, judge, starter, timer, clerk-of-the-course, handicapper and announcer, quite a few jobs to hold down at once. The surface of the track was not such to delight the riders. Down near the pole the sand was about two inches deep, while in the centre of the track weeds and grass

had grown. Therefore the riders had to keep to the extreme outside, which made one circuit considerably more than a half-mile.

The professional match races proved mere hippodroming and the spectators did not enjoy the French style of racing. In one of the heats of the Ruprecht-John Bedell match, the latter fell off his wheel twenty yards beyond the start and Ruprecht got off his wheel and waited for his colleague to remount. To tell the truth, though, John Bedell was just a bit surprised at the way Ed Ruprecht beat him. The race was at half-mile, two heats out of three. In the first Ruprecht won by half a length and in the second Bedell led the erstwhile amateur under the wire by two lengths. The final heat was the slowest of all and Ruprecht, by getting the lead in the home stretch, succeeded in finishing several yards in front.

Floyd Krebs defeated Alfred Ashurst in two straight half-mile heats. An amusing incident occurred in the first. Someone had opened the gates and allowed a load of hay to come on the track near the tape side. Track Manager Hope rushed on the track and frantically yelled to the riders to come back. "Never mind," called Krebs over his shoulder. "That load of hay will be unstacked and in the barn before we get around to it." Krebs told the truth.

The amateur races were perhaps the most exciting, although it was a disgrace to term the half-mile open a State championship, for it was a small and unrepresentative lot of pedal pushers that contested the honor. Due to the jockeying tactics of Watson J. Kluczek, of the Roy Wheelmen, who literally flagged James Zanes every inch of the way, though in a lawful manner, Kluczek's clubmate, Anthony Charles, was enabled to win the race and no doubt will pat himself on the wrist and smile at the reflection in the mirror each time he thinks he may call himself the "Champion of New Jersey." Charles won an empty honor. B. F. Pash, a Louisville negro, who dotes on wearing the national colors for a sweater, finished second, two inches behind the Roy man and Zanes got third, and a bad temper at the same time, for which he may well be excused. Zanes would have won the championship had Kluczek known that Zanes belonged to the Roys also, but he did not, Zanes having become a member only a week ago.

The most exciting race was the five-mile open with lap prizes and each time around developed a sprint between Kluczek and Frank McMillan. Charles A. Sherwood, of the New York A. C., rode his first track race since his reinstatement as an amateur and incidentally scored a victory, beating out Zanes, Roy Wheelmen, and Thomas Smith, National Turn Verein Wheelmen, in this order in a blanket finish. Kluczek won the lap prize, getting five, against McMillan's three.

In the two-mile handicap the men were placed on good marks and the race was well contested. Charles, by much plugging, and aided by Kluczek, succeeded in keeping the scratch men from getting a look-in. Sherwood got disgusted and quit; Charles won, with Pash second and Smith third. Whether the men have received their prizes yet is a moot question. It is known that some of them are still waiting for them.

Percy Drummond, astride an Indian, won the two-mile motorcycle event in easy fashion, crossing the tape fifty yards ahead of the only other competitor, F. W. Horenburger, of New York. The best time of the afternoon was made by F. L. Valiant, Roy Wheelmen, who rode a half-mile against time in 1 minute 1½ seconds. He was paced by Horenburger. The summaries follow:

Five-mile open, amateur—Won by Charles Sherwood, N. Y. A. C.; second, James Zanes, Roy Wheelmen; third, Thomas Smith, National Turn Verein Wheelmen. Time, 15:02¾. Lap prize winners—Kluczek (5), McMillan (3), Smith (1).

Two-mile handicap, amateur—Won by Anthony Charles, Roy Wheelmen (180 yards); second, B. F. Pash (140 yards); third, Thomas Smith, National Turn Verein Wheelmen (120 yards). Time, 5:27½.

Half-mile open, amateur, for State championship—Won by Anthony Charles, Roy Wheelmen; second, B. F. Pash; third, James Zanes, Roy Wheelmen. Time, 1:11½.

Half-mile against time, motorpaced—F. L. Valiant, Roy Wheelmen. Time, 1:01½.

Two-mile motorcycle—Won by Percy Drummond (Indian); second, F. W. Horenburger (Marsh). Time, 3:56½.

Half-mile match between John Bedell and Edward Ruprecht—First heat won by Ruprecht. Time, 2:51¼. Second heat won by Bedell. Time, 5:38. Final heat won by Ruprecht. Time, 7:19¾.

Half-mile match race between Floyd Krebs and Alfred Ashurst—First heat won by Krebs. Time, 1:54¾. Second and final heat won by Krebs. Time, 1:38¾.

Kramer Loses His Last Race Abroad.

The last race at the Velodrome Buffalo, Paris, in which Frank Kramer competed before leaving France, was on June 28, and the American was defeated by Poulain. The event was styled the Grand Prix de L'U. V. F., at 1,000 metres. Vanden Born, Poulain, Mayer, Kramer, Gardellin and Comes qualified in the trial heats and the finish of the semi-finals saw Kramer, Poulain and Mayer arrayed against each other. Poulain defeated Kramer in the final heat by three lengths, Mayer being two lengths behind the American. An attempt was made on the lap record, held by Kramer, but of the dozen or so of riders who entered the trials not one came near Kramer's mark, made last year.

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TOLEDO, OHIO

GLUNZ WINS FROM LONG MARK

First Home in Postponed 25-Mile Road Race—Scratchmen in Blanket Finish.

George Glunz, a sturdy young plugger of the Century Road Club Association, riding with a handicap of twelve minutes, won the so-called Long Island Cycle Derby—a 25-mile road race—promoted by the C. R. C. A., last Sunday, 8th inst. Glunz's time for the distance was 1 hour 13 minutes 29 seconds. The race originally was scheduled for the Fourth of July, but rain caused a postponement until last Sunday. The course was over a five-mile stretch of the famous Merrick road, the start and finish being at West's, Valley Stream, and the short course made the race interesting to the spectators at the rendezvous. Glunz won a Reading Standard racing wheel for his efforts.

The long markers came straggling in by ones, two and threes so the finish of the leaders was not nearly so exciting as the fight that resulted between the scratch men. Frank W. Eifler succeeded in leading his comrades across the finish line by about two wheel lengths, a quick jump fifty yards from the tape being sufficient to do the trick. The scratch men came very nearly getting shut out of the time prize list because no one wanted to set the pace on the last half of the journey. During the last five miles, however, they pulled together and managed to squeeze in by a few seconds. J. M. Eifler, of the promoting organization, won second time prize, beating out Charles Sherwood, New York Athletic Club, by half a wheel's length. Approximately the same distance separated the elongated peer of them all—Charles Mock—and Louis J. Weintz, of the New York Athletic Club.

F. Casey, who came down from Syracuse to do or die, did the latter, or rather he was aided by the judges and referee. Casey began to feel a wee bit tired before the race was over and when an inviting looking motorcycle passed him, jogging along at an eighteen-mile gait, Casey could not resist the temptation to hang on. He finished for a prize but the referee scratched his name from list. Another protest was that lodged against Walter H. Burden, of the Brower Wheelmen, who finished second. Burden was protested for foul riding, but his case was tabled until the committee conducts a thorough investigation. The result is shown by the appended table:

Name.	Club.	H'cap. Min.	Net Time. H. M. S.
1. Geo. Glunz, C. R. C. A....	12	1:13:29	
2. W. H. Burden, Brower W. 9		1:11:36½	
3. A. E. Rhodes, Roy W....	7	1:09:38½	
4. J. Niemi, Fin. A. C.....	4	1:07:39	
5. S. Morrison, Edgcomb. W... 9		1:11:39½	
6. A. Demarest, Nat. A. C....	4	1:07:42	
7. C. Nerent, Roy W.....	6	1:10:00	
8. W. Lamphier, C. R. C. A...12		1:14:54½	
9. A. R. Wilcox, National... 6		1:10:54½	

10. N. Kind, Edgcomb. W....	11	1:14:47
11. J. B. Hawkins, C. R. C. A..	72	1:15:48½
12. R. Hughes, Edgcombe....	9	1:12:27
12. G. Grupé, C. R. C. of A...	9	1:12:27½
13. C. H. Kind, Edgcombe....	8	1:11:28½
14. H. Hink, C. R. C. A.....	12	1:16:16
15. F. Eifler, C. R. C. A....	scratch	1:03:07
16. J. M. Eifler, C. R. C. A....	sch	1:03:07½
17. C. Sherwood, N. Y. A. C....	sch	1:03:07½
18. C. Mock, C. R. C. of A....	sch	1:03:07½
19. L. J. Weintz, N. Y. A. C....	sch	1:03:07½
20. F. C. Graf, C. R. C. A....	sch	1:04:00
21. W. Kluczek, Roy W....	sch	1:04:00½
22. H. Jackson, Navarre W....	10	1:15:24
23. M. Schulman, Brooklyn...	10	1:15:24½
24. W. Miller, C. R. C. A.....	8	1:15:00

Roth Surprises the Roys.

John Roth, riding with a handicap of three minutes, won the ten-mile handicap road race of the Roy Wheelmen, at Valley Stream, L. I., last Sunday, 8th inst. His time for the course was 31 minutes 55½ seconds, but four seconds slower than the scratch man's. Samuel Rein, with two minutes, finished second in 32 minutes. The best time was made by Watson J. Kluczek, the club's champion, who started from scratch and rode the distance in 31:50½. Last Sunday's race was the best contested of the monthly club races the Roys have held this year, twenty riders competing, and a large crowd of cyclists watching the contest. The summary follows:

Pos.	Rider.	Handicap Min.	Time M. S.
1.	John Roth	3	31:55½
2.	Sam Rein.	2	32:00
3.	Philip Kury	3	32:56
4.	M. Rosenblum	4	32:57
5.	John Buck	3	32:57½
6.	Watson Kluczek	scratch	31:50½
7.	R. Roullier	2	33:00
8.	Henri Lafentre	2	—
9.	Constance Bassini	3	—

Repairing the Cycle Paths.

The side path commissioners have awarded the contract to put the side paths in the vicinity of Westhampton Beach, L. I., in good shape, a condition which has not existed for years. The riders of that section have stated that they are willing to purchase tags if the commissioners make the paths rideable, and the latter are taking them at their word.

Kramer Third at Steglitz.

Ellegaard, the Dane, won the Grand Prix of Steglitz, on July 1, defeating Friol, Kramer and a local rider named Peter. The distance was 1,000 metres and the finish was exceptionally close, Ellegaard crossing the tape scarcely a tire's width ahead of Friol, with Kramer a wheel behind.

The 50-mile road race of the Century Road Club of America, which was to have been run on June 17, but which was called off on account of adverse weather conditions, will be held on Sunday, 22nd inst. The start will be from West's, at Valley Stream, L. I., at 1 p. m. sharp.

MORAN DEFEATS HUGH MacLEAN

And After an Eventful Race, They Exchange Words and a Few Punches.

There is joy in Boston and vicinity once more for the rain hoodoo has been broken and the eight times postponed race meet finally was held at the Revere Beach saucer on Monday night of this week, with 3,000 persons in attendance. Incidentally, the meet was no hippodrome affair, for James Moran signalized his return from Europe by trouncing his supposed friend, Hugh MacLean, and came near trouncing him in another manner after the meet. So hot headed did MacLean and Moran become over the outcome that they started to settle it by the good old way, but they were separated before many blows had been exchanged. Moran rode in fine style and although MacLean had accidents none who saw the race doubted but that the milkman could have beaten him anyway. Moran was three miles ahead at the end of twenty-five miles and he covered the distance in 38:08½.

Moran won the toss and chose a standing start; incidentally, he drew the pole. He was paced by Billy Saunders and Turville was in front of MacLean. The latter got away first but Moran succeeded in catching his pace first and was gaining yards on his opponent when Turville held up his hand, claiming that he had been forced up the bank by Saunders, although Turville and MacLean were the only ones who held this opinion. Moran was stopped and the race ordered started again, but Moran had blood in his eye from the time of the second start until the finish, and he rode like one possessed.

Moran appeared to have learned a few tricks abroad for he out-jockeyed MacLean, got his pace first and opened up a ten-yard lead. MacLean tried to pass on the first mile but could not hold the rollers; he made another attempt in the third mile but was forced to fall back. On the ninth mile, MacLean, after regaining a quarter of a lap he had lost to Moran, was forced to change wheels, losing two miles to Moran. MacLean wanted the race started over again but as there had been no dual agreement to that affect the referee would not allow it. After remounting, MacLean rode less than a mile before he was forced to change mounts again. On the twenty-second mile Moran treated the crowd to some ground and lofty tumbling, and he rolled over and over before he finally came to a stop on the grass. So quickly did he remount, however, that he lost only two laps. MacLean strove hard to get back a little more distance but Moran won by an even three miles.

The professional heat race was changed to a two-mile lap race and it was a hard fought contest from beginning to end. Connolly made the going for the first four laps when he fell. Pat Logan went in front in the fifth and scored that as well as the next.

Elmer J. Collins, of Lynn, then tore loose and made the going so fast that there was no one left but Coffey, Menus Bedell and Logan. Collins led for nine laps and scored 45 points which landed him first place. Bedell jumped on the last lap and won easily with Coffey second and Collins third. Coffey, however, by sleigh-riding behind Collins for so many laps, got second place with 40 points. Bedell was given third with 30 points. The time was 4:24.

After a short rest Connolly and Logan came out for a ten-mile paced race. They went even for two miles when Logan dropped the roller and Connolly gained a quarter of a lap. On the seventh lap of the fifth mile Connolly suddenly shot into the air and plunged down the bank. He was carried to training quarters, but beyond a few bruises was found to be uninjured. Logan continued for two laps, when he was awarded the race. Time, 7:58. Summaries:

Twenty-five miles, motorpaced—Won by James F. Moran; second, Hugh MacLean. Time by miles: 1:41½, 3:09½, 4:36½, 6:03½, 7:31½, 8:55½, 10:25, 11:52½, 13:18½, 14:46½, 16:12½, 17:42, 19:24, 20:51½, 22:15½, 23:48, 25:21½, 26:52½, 28:24½, 29:51½, 31:30½, 33:41, 35:10½, 36:39½, 38:08½.

Two-mile lap, professional—Won by E. J. Collins (45 points); second, J. B. Coffey (40 points); third, Menus Bedell (30 points). Time, 4:24.

Ten miles, motorpaced—Won by Pat Logan by default. Connelly fell. Time, five miles, 7:58.

Standing of the Mileage Men.

National Treasurer Harry Early, of Bayonne, N. J., still leads in National century competition of the Century Road Club of America, for the six months up to July 1, as disclosed by the report of Noble O. Tarbell, chairman of the Roads Records Committee. Alfred H. Seeley, New York City, is second and the standing of the others is as follows: 3, H. H. Hintze, New York City; 4, Andrew Clausen, Chicago, Ill.; 5, Ernest G. Grupé, Brooklyn; 6, Fred E. Mommer, New York City; 7, Emil Leuly, Hoboken, N. J.; 8, Fred Pfarr, New York City; 9, Fred I. Perreault, Malden, Mass.; 10, J. H. Cornell, New York City; 11, F. H. Peterson, Newark, N. J.; 12, A. D. Rice, Winthrop, Mass. In all, 253 centuries have been ridden since the first of the year.

Early also heads the mileage list, with Hintze and Seeley, respectively, second and third. Ernest G. Grupé is fourth, J. H. Clowes, Paterson, N. J., is fifth, and Noble O. Tarbell, Lake Geneva, Wis., sixth. The standing of the others is as follows: 7, H. E. Grupé, Brooklyn; 8, Fred Pfarr, New York City; 9, Fred E. Mommer, New York City; 10, Henry H. Wheeler, Pomona, Cal.; 11, Fred I. Perreault, Malden, Mass.; 12, William J. Hampshire, San Bernardino, Cal. The number of miles ridden up to July 1 is 26,645.

KEEPING CLEAN THE BICYCLE

Good Resolutions and how they go Wrong Typically Illustrated.

Why is it so very hard to devote the five or ten minutes necessary to keep the bicycle looking well when they are most needed? And, of course, that means every time it is brought in after a ride. There are few riders who do not pride themselves on having a fine looking mount—when it is new. With what feverish energy is the enamel and nickel polished and rubbed till it shines like a mirror; with what painstaking care is the least blemish removed. Not a spot of mud or streak of dust but what yields instantly to the cleaning and polishing cloth. Its duration varies with the individual but in time all come to the same turning point that is marked by neglect and indifference. The calendar of the cyclist with the new mount usually reads something like this.

First week—Bicycle received, spick and span with its highly polished enamel and nickel, but oiled up and gave it a rub off with the chamois after taking it out of the crate, just on general principles. Took a short ride and gave it another cleaning off immediately upon return. Brought it out to show some friends and gave it another little rub on taking it into the house. Didn't ride it the next day but gave it a rubbing up with the chamois in the evening anyway. Third day it rained; didn't ride for fear of getting machine wet and muddy even after rain had stopped. Fourth day, roads still a little damp but took a ride in the evening and gave the machine a cleaning off and a thorough oiling. Fifth and sixth days, did not ride, but gave bicycle a polishing with chamois and flannel. Seventh day, a holiday; took first long ride. So much oil ran out of bearings that the machine got quite dirty. Gave a good rub off; polished up spokes and then gave her a good oiling up.

Second week—Repeat to slightly slower time and throw in one or two rests from cleaning.

Third week—Ditto, and another rest or so. Slightly slower time and diminishing rub-offs and polishes for several weeks.

Seventh week—Haven't given that machine a good cleaning for almost a week. Will have to do it soon. Took an old dishcloth last night and got the worst mud off in preparation for Sunday's ride.

Eighth week—Forgot and left bicycle out on back porch last night. Rained hard and machine got soaked. Will have to give her a thorough cleaning—soon. Didn't get around to it for two or three days and rust will not come off. Rubbing the spots on the spokes and pedals only makes them black. Greased the bright parts all over to prevent getting rusty next time.

Two weeks go by without a cleaning

other than an occasional dab at the nickel.

Tenth week—Machine squealed like blazes to-day. Wonder when it was oiled last. Gave a good oiling to all bearings.

Twelfth week—Bicycle looks so disreputable and dirty that it was banished from the hallway to-day and compelled to take up its abode in the cellar.

And so it goes; the speed with which that pride of possession in the new machine and its brilliant enamel and shining nickel fade away into nothingness is little short of phenomenal. With some the charm of novelty has worn off in a week, others a fortnight and with still others it hangs on for a month or more. Then, of course, there is the individual who is a martinet on appearance and whose mount retains an air of newness until its last days in his possession but he is a rare bird indeed. The new machine is quite an old story by the time it is three months old and the excess of cleaning and oiling that characterized its first few weeks of existence with its new owner gives away to quite the opposite extreme. And why? Why should a machine be given more attention in the first fortnight it is owned than in all the remainder of its existence? Human nature is the only answer. It is simply the case of the child with the new toy all over again.

Hawkins Three Times in Front.

Although the rain caused a postponement of the 25-mile road race of the Century Road Club Association on July 4, the Long Island division of that organization furnished plenty of amusement and sport for the spectators and riders who had journeyed to Long Island only to get disappointed. What was styled for a consolation race meet was run off in the afternoon and several prizes worth having were up for competition. The summary of the events follows:

Half-mile slow race—Won by Joseph M. Eifler.

Thirty-yard sprint, standing start—Won by J. B. Hawkins; second, Nick Kind; third, A. Lewin.

One-mile handicap—Won by J. B. Hawkins (160 yards); second, J. M. Eifler (scratch); third, Fred C. Graf (scratch). Time, 2:14.

Half-mile handicap—Won by William Lamphere (120 yards); second, Emil Greenbaum (130 yards); third, Fred C. Graf (scratch).

Four and one-half mile handicap—Won by J. B. Hawkins (0:45); second, William Lamphere (1:30); third, Fred C. Graf (scratch); fourth, J. M. Eifler (scratch); fifth, A. Lewin (1:30).

The veteran, Nat Butler, had trouble with his pacing machine in the 100-kilometre Golden Wheel race at Hanover, on June 25, and finished a bad fourth. The classic event was won by Thaddeus Robl in 1 hour 14 minutes 12½ seconds.

GLOBE GIRDERS SAIL

Holt and Creutz Leave for Liverpool
Where Bicycles will be Mounted.

On the steamer Celtic, which left New York yesterday at 11:30 a. m., sailed George E. Holt and Lester R. Creutz, the two young men from Moline, Ill., who will traverse the face of the earth on bicycles, when it is possible to do so. Time will be no object to the adventurers and they expect to be away from home at least three years. They have limited capital and should occasion require will doff their cycling togs and go to work to earn funds necessary to complete their long journey. The story of their travels will be told in the *Bicycling World*.

As has been told in the *Bicycling World*, the object of this long jaunt a-wheel is solely from a business standpoint, for by their writings they expect to make their expenses of the long trip and have a comfortable balance awaiting them in the bank when they return.

Their trip really will start from Liverpool, from whence they expect to tour through England and Scotland, crossing to Ireland and proceeding southward to the coast, where they will embark by steamer for the continent. Belgium, Holland, Denmark and Sweden will be the first countries visited in the order named. From Stockholm their route will lead them to St. Petersburg, if that country is in a state of pacification when they reach there. Germany is the next country to be visited and from the "Vaterland" they will traverse France and Spain. January 1st, 1907, they expect to take dinner somewhere in Northern Africa, and if revolutions do not stop them, will visit Tripoli, Algeria and Morocco. That the journey will not be child's play is evidenced by the itinerary from Morocco. From here they will tackle the shifting sands of the great Sahara desert, their destination being Timbuctoo.

By this time, another spring will have come and taking advantage of the warmer weather the tourists will proceed northward to Sicily, through the Italian peninsula, and on up through Europe in a line parallel to that taken on the descent, making a turn eastward to take in Turkey and Greece; thence to Egypt, through the Holy Land and down to the Red Sea, making their way again a-wheel around the Indian peninsula, touching at Ceylon. From there they will proceed to Malay, Burma and to Siam and Singapore. Sumatra and Borneo are the next stopping places and from there they will steamer it to Manila. After a study of present conditions in the Philippine Islands, Japan will be visited and from thence the homeward trip will be begun, stopping at Hawaii, and finally landing at San Francisco.

Creutz and Holt will go well recommended and carry recommendations from the governors of Pennsylvania, Louisiana,

Oregon, Connecticut, Kansas, Illinois, of course; Florida, besides numerous other credentials, one of the most important of which and one which they consider will be of most advantage to them being from Hon. S. M. Cullom, chairman of the Senate Committee on Foreign Relations, which intimates that any favors extended them by consuls abroad will be appreciated. Both Creutz and Holt are members of the National Geographic Society and they carry letters to every society of importance in the world.

Creutz and Holt speak German, Swedish, French and Spanish fluently, and can smatter Italian, so that linguistic troubles should not bother them while in Europe. They have been in New York for the past three weeks making preparations for the trip and while here they promptly joined the Roy Wheelmen, whose sweaters they will wear while a-wheel, and whose flag they expect to plant in places no cycling club's flag has ever been planted before. They carry letters from this organization, introducing them to every cycling club in the world, and they bear a letter of greeting from the president of the Roys to the president of the Union Vélocipédique of France. Both men are mounted on Reading Standard bicycles, equipped with G & J tires, and have arranged for a change of mounts and tires at various points of the world, should they become necessary.

Philadelphian Crossing the Continent.

G. J. Algier, a Philadelphian, believes in seeing America and in touring in the right way—on a bicycle. Unannounced, Algier left the City of Brotherly Love on June 11, for a leisurely trans-continental tour, and the first known of his trip was when some members of the St. Louis Cycling Club discovered him leaning against the Federal building in that city and promptly took him in hand. They were so good to him that his money was rendered worthless.

Algier said that he was traveling at a leisurely pace and without a fixed schedule. He takes no account of time or mileage and is making the trip solely to enjoy himself and see the country as it should be seen. His journey has taken him thus far across Pennsylvania to Pittsburg, thence to Wheeling, W. Va.; across Ohio by way of Zanesville, St. Clair, Columbus, Springfield and Dayton; thence through Indiana and Illinois, via the old National pike and the cities of Richmond, Indianapolis, Terre Haute, Vandalia, Greenville and Edwardsville.

Some of the members of the Standard Wheeling Club, of Buffalo, N. Y., are imbued with the idea that all good cyclists should remain in single blessedness, so to further this socialistic thought they have organized the Bachelors' Club of the Standard W. C. These officers were elected: President, Joseph Newrohr; secretary, Geo. Clark; treasurer, John Dick; sergeant-at-arms, Richard Fring; prophet, Ernest Launder, and lecturer, William Adams.

KNAAK IS WELL NAMED

His Knack was "Lifting" Bicycles—Created
a Record in that Line—Now in Jail.

In the person of William Knaak, the police of Springfield, Mass., last week brought into the fold one of the most industrious and successful bicycle thieves known to history. From the time of his release from jail on June 22, where he had finished a term for theft, until his capture a fortnight later, he had succeeded in "lifting" and successfully disposing of thirty bicycles of various descriptions and styles, not all of which have been recovered since his apprehension and confession, which was frankly made.

His operations had been impartially distributed over the range of New England country laying between Hartford and Springfield, including the towns of Thompsonville, Chicopee Falls and Indian Orchard. His method was to steal a machine in one town, rode it to the next, where he sold it to the first purchaser he could find, afterwards stealing another to carry him to the next stage of his journey, where the operations of disposal and fresh acquisition would be repeated. In this way he was enabled to make a widely extended tour at the same time reaping a comfortable income from the proceeds of his enterprise.

When Knaak was arrested in Indian Orchard by Policeman Hout, of the Springfield force, he put up a strenuous objection to the action, and was subdued only after a hard fight. Later, after he had confessed, he was taken about under strong guard, and after visiting various places where he admitted having stolen wheels, the machines began to come to light, twenty-four of the missing thirty-seven having been recovered up to this time. Finally, he was taken to Hartford, where two more of the mounts which he had taken were identified. In addition to the wheels supposed to have been taken by Knaak, several others have been reported missing in the same vicinity recently, and efforts are now being made to locate them.

The Dog Ornamental and Useful.

"A dog lover who cycles by way of a suburban road in Birmingham," says *Bicycling News*, "had a spiral platform built over his back wheel on which his fox-terrier walks about or sits on his haunches as his master pedals forward. The superior air with which the dog regards passing tykes who merely walk or run after their masters is worth seeing. An idea which struck us at the sight, and which, with native generosity, we present free to inventors, is that the back wheel should be built somewhat on the lines of a revolving squirrel cage, in which canine pets of the turnspit breed might powerfully paw, and thus form that auxiliary motor we hear so much about."

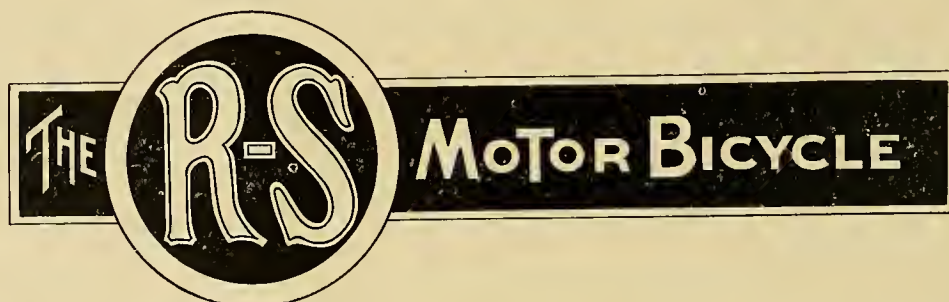
READING STANDARD

Analyzing Critically

the results of

THE F. A. M. MEET AT ROCHESTER, N. Y.

and bearing in mind that not even one factory expert rode the



and that it is made only in the practical single cylinder model, it will be seen to which machine the greatest credit is due.

IN THE ROAD RACE

the R-S finished second, beating in time and place all other single cylinders.

IN THE FREE-FOR-ALL HILL CLIMB

the R-S, ridden by a rider residing far from the factory, finished second.

IN THE TRACK RACES

the R-S won the novice event, the five miles invitation, the ten miles, flying start and was second in the one mile championship being beaten only by a two cylinder machine—three firsts and one second in seven events in which it started. And don't forget—no double cylinders and no factory experts.

There's Rich Food for Reflection in this Analysis. Masticate it.

READING STANDARD CYCLE MFG. CO.

READING, PA.

READING STANDARD

NOW THE GLASS SPARK PLUG

It Makes its Appearance Abroad and Seems to be of Some Promise.

While the plausible advantages of using glass as an insulating material in the construction of spark plugs has frequently been discussed, it has not before been put to a practical test in a device possessing marketable properties. Insulators of every possible description have been tested more or less faithfully, in this connection, and the almost universal porcelain medium chosen from among them all because of its practical efficiency in its primary function as an insulator, and second, because of its cheapness and general serviceability when properly treated. Yet it is by no means a settled fact that porcelain is the most satisfactory material for the purpose, and that being the case, any liberal experimentation with other materials, such as is made possible by the marketing of the English "glass" plug, which has just appeared, is a welcome one.

Considered from its most advantageous standpoint, glass is probably the best insulator available for the purpose, standing ninth in the list of insulators, commonly recognized as being headed by dry air; while mica is tenth, and porcelain eighteenth; the ease with which it can be worked, makes it possible to fuse the insulated pole of the plug directly into it, avoiding any chance of leakage at that point; it is harder and more uniform in consistency than porcelain, being entirely free from flaws and planes of weakness, and, what is more to the point, it is cheaper to construct. Moreover, the point most dwelt upon by the makers of this new venture, is that its transparency makes it possible to inspect the action of the spark within the cylinder at any time, noting by the color of the ignition flame the performance of the carburetter and action of the current, and revealing other interesting points concerning the vital action of the motor.

From the adverse viewpoint, however, the utility of glass insulation is shadowed over by a wave of uncertainty. For, since the coefficient of linear expansion of glass under the action of heat is slightly more than double that of porcelain, it is apparent that due allowance for the rapidly alternating temperatures of the engine would have to be compensated in a mechanical way, by no means easy of accomplishment without risk of lost compression. This disadvantage is further increased by the consideration that the great brittleness of glass would make provision for its expansion absolutely compulsory, and this notwithstanding its greater hardness and strength. Also, the brittleness would prove a disadvantage when it came to hard usage, continual vibration, possible external shock, and direct abuse.

Despite the apparent overweight of the disadvantages, however, there is something

decidedly attractive in the idea of a glass insulated spark plug. Whether it furnishes a "window" for inspecting the insides of the engine under action or not, makes little difference after all. What is desired is an all around insulating material which will stand up under all sorts of conditions. If glass can be made to attain this end, let it be glass, if not, the superior merits of a device which furnishes a peek-hole into the cylinder probably will have to be foregone.

Cycling Philosophy.

Beauty is often enamel deep.

Modern good Samaritans always carry outfits.



NEW YORK BRANCH 214-216 WEST 47TH ST.

On some roads a tour is apt to become a torture.

The best time for a tour is during spring cleaning.

By avoiding hire purchase you can pay a lower price.

Love is the wine of life: most speedmen are teetotallers.

With tourists an out-for-the-day usually means an inn for the night.

It is better to have a gold lining to the pocket than to the bicycle.

What's all the world to a man when his wife won't push the tandem?

The highest test of a lover's devotion is to ask him to remove a dress-guard.

Moral courage is that which enables a tourist to send picture postcards.

Mending a puncture is like a game of whist, everything depends on the rubber.

'Tis fine to have a giant's strength, but terrible to be too stiff in the joints to use it.

Playing knight-errant to lady cyclists in distress is asking for a snub and frequently getting it.—Cycling.

STANDARD OIL'S LITTLE JOKE

Announcement Regarding Gasolene that Sounds Worse than it is in Reality.

By an official ukase issuing from the Rockefeller stronghold at Cleveland, O., the gasolene motor has been banished. In other words, the Standard Oil Company has sent forth the announcement that it will no longer supply what is commonly known as 74 to 76 degree test gasolene and to the average motorist this is equivalent to telling him to put his machine away in camphor, for the majority are of the opinion that a motor vehicle will not run on any other grade of fuel. It is reported that the action has been taken as the result of the enormous demand for gasolene of this test and the inability of the company to maintain a supply. It is universally supposed that this grade of gasolene is indispensable to the running of an automobile, and the announcement in question would appear to deal the industry a serious blow. But quite the contrary is the case, for it is stated on good authority that by far the larger portion of the gasolene now in use and that has been supplied for some time past is of 66 to 68 degree test. As most of the garagemen are aware of this they have not taken the announcement very seriously. According to one garage keeper "it looks as if the Standard thought it was about time to take the motorists into his confidence and let them know just what kind of fuel they had been using all along."

May Organize to Protect Tires.

Out in Michigan City, Ind., the practice of making a scrap heap of the streets has reached such a point that the cyclists and motorists are about to organize a mutual protective league in the hope of forcing the enactment of a prohibitive ordinance, and securing its enforcement. One bicycle rider reports that during the last three months his tire bills have averaged \$5 per month. He uses his machine for riding to and from his work, and the frequency with which he has been forced to renew his tire equipment has set him to thinking. If he were to ride half a block on the sidewalk, or run down town in the evening without showing a light, he reflects, he would very promptly be prosecuted. Yet other citizens are apparently privileged to throw refuse into the streets with immunity, thereby bringing to him and the other users of rubber-tired vehicles a deal of extra and needless expense. His inborn spirit of fair play has risen in rebellion, and hence the projected league.

A frequent cause of irregular running on hills lies in the fact that the fuel tank is filled to different levels at different times, which causes varying pressures at the mixing jet. That, in turn, secures mixtures of different qualities, and alters the power of the motor.

Ogden Runs Long Postponed Racemeet.

Ogden, Utah, July 2.—After several postponements on account of rain the management of the Glenwood saucer track finally was enabled to hold a race meet here last evening. Considering the chilly atmosphere a good crowd was in attendance, about 1,500 people occupying the benches.

The principal event was a two-mile lap open for professionals which Iver Lawson, here the acknowledged peer of all the sprinters, won in clever fashion, covering the distance in the fast time of 3:54½. Saxon Williams finished second, with Palmer, the Australian, third, and Ben Munroe, of Memphis, Tenn., fourth. Worthington L. Mitten, from the cornfields of somewhere in Iowa, got most of the laps, corraling four.

Saxon Williams won the mile handicap from 80 yards, beating out Monroe, who was placed on 120 yards. What gave the crowd more thrills than any other event was the five-mile motor race which was won by T. M. Samuelson in the fast time of 5:52½, which breaks the local record. The summaries follow:

One-mile handicap, professional—First heat won by S. H. Wilcox (110 yards); second, Ben Munroe (120 yards); third, Joe Fogler (15 yards). Time, 1:52¾. Second

heat won by Jack Burris (80 yards); second, E. A. Pye (55 yards); third, E. Smith (95 yards). Time, 2:09¾. Final heat won by Saxon Williams, Salt Lake City; second, Ben Munroe, Memphis, Tenn.; third, A. J. Clark, Australia. Time, 1:46¾.

Half-mile handicap, amateur—First heat won by Rudolph Mayerhofer (30 yards); second, A. L. Bird (90 yards); third, John Berryessa (30 yards). Time, 0:55½. Second, R. Dieffenbacher (65 yards); third, J. Wright (95 yards). Time, 0:54½. Final heat won by Wright; second, Dieffenbacher; third, Crebs. Time, 0:57¾.

Unlimited pursuit, amateur—Won by Wright and Bernstron, Salt Lake City; second, Ling and Thomas, Ogden. Distance, 2 miles ½ lap. Time, 4:40.

Two-mile open, professional—Won by Iver Lawson; second, Saxon Williams; third, Pedlar Palmer; fourth, Ben Munroe. Time, 3:54½. Lap prize winners—Mitten (4), Fogler (2), Agraz (1), Burris (6).

Five miles for motorcycles—Won by T. M. Samuelson; second, T. Heagren; third, E. Agraz. Time, 5:52½, State record.

"Motorcycles and How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

Rockefelled Threatened with Arrest.

A fly in the honey of his vacation in sunny France, came near sticking in the throat of America's great and only Oil King the other day, and causing him no little annoyance. Happily, however, he perceived it in time to save himself.

One day in the latter part of last month, Rockefeller was standing on the steps of his hotel in Compeigne, talking with the mayor of the town, when the chief of police passed, and cast an eye of disapproval upon the rider and his machine. After the distinguished visitor had ridden away, the prefect returned and informed the mayor that the American was liable to prosecution, and that he was about to institute a summons against him for riding a machine carrying no name and number. They are very strict about such matters in France, and the officer refused to consider the rank and prestige of the visitor. "He shall be fined 15 francs for every time he appears outside the chateau," he said.

The mayor, after laboring in vain with the obdurate official for some time, at length secured his promise to delay the enforcement of the law for a few hours, and thereupon took opportunity to warn Mr. Rockefeller not to leave his chateau until he had complied with the regulations.



KELLY BARS



USED WHEREVER QUALITY AND COMFORT ARE APPRECIATED.

AFFORD 25 CHANGES OF POSITION.

KELLY HANDLE BAR CO., - - - Cleveland, Ohio.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, INC. Price List sent on application.



SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

**28-32 Rose St.,
New York, U. S. A.**



Oil and Water for Dust Laying.

"Emulsifix" is the title of the latest compound evolved as a means of aiding in the solution of that pressing problem, dust laying. It is of English origin and despite its high sounding appellation, consists of nothing more or less than a mixture of oil and water. It is, in fact, a complete refutation of the trite saying that oil and water will not mix.

The oil and water are carried in what appears to be a watering cart of the usual type but which is provided with separate receptacles, communicating with a third tank into which the ingredients may be introduced in any proportion desired. The compound as employed consists of two to five parts of oil to 95 to 98 parts of water and the mixture is subjected to the action of a rapidly rotating paddle wheel turning on a shaft in the center of the tank and actuated by a chain from the road wheel of the cart itself. The oil is thus broken up and mixed uniformly in a fine state of subdivision with the water, and this emulsion of oil and water is distributed over the road in a fine spray in the usual manner.

Trials made on several stretches of road subjected to a great deal of automobile traffic are said to have been highly successful, the cost per mile per season having been reduced from \$250 on the average to \$50, making it cheaper than water sprinkling alone. The emulsion is claimed to keep the road free from dust for several weeks at a stretch, thus making only six or seven applications necessary during the course of the season, beside which it is said to have a beneficial effect on the macadam in that it tends to bind the surface together.

Clothing Excited Cop's Suspicion.

A rather shabbily-dressed laborer recently bought a new and very smart looking bicycle, relates an exchange, at the same time expressing the opinion that as soon as the police saw him riding it they would arrest him. Sure enough he was spotted by a detective near Birmingham, who, not satisfied with the replies given to his interrogation, and finding only twopence in the man's pockets, placed him under arrest. It was not until the maker of the machine had been interviewed as to its ownership that the fellow was released.

"Knock-knees" and Cycle Racing.

"A writer in the 'Frankfurter Neueste Nachrichten' has been wondering over the successes of different cycling cracks," says Cycling, "and attempts to account for them by what may be described as the knock-kneed theory. Our German friend examines, in his mind's eye, the physique of a number of cracks, and boldly declares that they owed much of their success to knock-knees! Thus does the cycle compensate its votaries for the unkindness of Nature, converting a reproach into a source of glory and satisfaction.

"Knock-knees, which are handicaps in most walks of life, become trumps on the path. Bourrillon, Morin, Walters and Chase all had—indeed, have, since they still live—does not disturb our Frankfurter in the and this particular knock they had to thank for their ability to administer the 'knock' to their rivals. The fact that men with straight legs have risen to eminence on the path does not disturb our Frankfurter in the least. Look, for instance, at Robl, who has just managed to bring the world's paced hour record up to nearly 92 kilometres. Are not his legs straight? Even so. But, observes the theorist, no sooner does Thaddy get astride a saddle than, lo! his knees turn in."

Worcester to Have Biggest Road Race.

One of the biggest road races of the year and one that will doubtless attract riders from all parts of the country, is that which is being projected by the bicycle dealers of Worcester, Mass. The race will be a 25-mile handicap, and will be run on Saturday, July 28. The truth of the assertion that the race at Worcester will be one of the biggest of the year is borne out by the value of the prizes that have been hung up; their total value reaches \$600.

To date three time and thirty place prizes have been listed and more are being added each day, so that it is reasonably certain that every man who finishes will come in for a prize. Another feature that doubtless will attract visitors is that J. W. Grady, the Hudson agent, has agreed to present the first rider finishing from each State with a Blauvelt racing sweater, valued at five dollars.

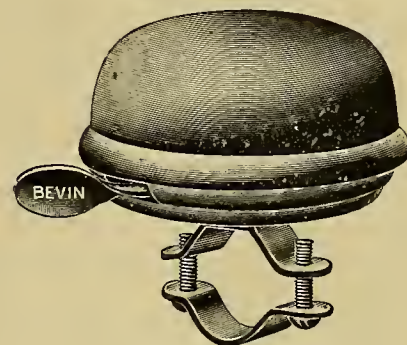
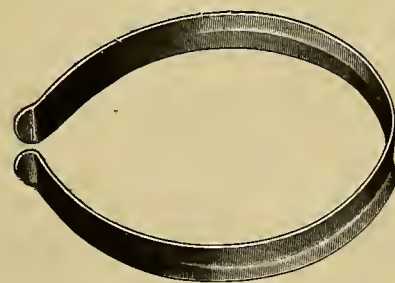
As the prize arrangement stands two fifty-dollar Hudson bicycles head the list of place prizes, and Yale and Columbia bicycles and a gold watch are the chief prizes for riders making the best times. In addition to these, there are eight pairs of tires to be given away to finishers, besides the assorted lot of almost everything that appeals to the racing cyclist. The entrance fee is only one dollar. J. W. Grady, 16 Austin street, Worcester, Mass., is receiving the entries.

**STARR BELLS**

Our 1906 line of Bicycle Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

The Starr Bros.
Bell Company

Eashamp cn, Conn

**THE
"Good Old Standbys"****BEVIN
Bells****BEVIN
Toe Clips****BEVIN
Trousier Guards**

Prices as interesting as ever.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

Bustleton in Pennsylvania

is not a very large place, but its inhabitants appreciate the value of bicycles and know how to add to their pleasure and their safety, that is, by equipping the bicycles with coaster brakes. That they are discriminating in their choice and that use has proven the wisdom of their choice, let the following bear witness:

We the undersigned all ride the Morrow Coaster Brakes and find them very satisfactory. We wish to state that most of these brakes have been run from three to five years and have given entire satisfaction both as to running and wearing qualities.

HORACE W. LODGE
JOHN F. BRADLEY
J. R. HARVEY
WM. M. FULMER, JR.
CHARLES E. PRICE
ABRAM L. BOORSE
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CHRIST BERLER
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HARRY S. TOWNSEND
GEORGE A. MURRAY
ROBERT MURRAY

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, July 21, 1906.

No. 17

AIRING DUNLOP AFFAIRS

Dissatisfied Stockholders Air their Grievances and Allege "Thimble-rigging."

Despite the fact that the much reorganized British Dunlop Tire Company seems in a fair way to enjoy an extended period of peace and plenty, if the projected scheme of reconstruction finally reaches consummation, the peace part of the program apparently does not seem to have arrived.

When "water" is drained off in such copious quantities as characterize the proposed reduction of capital from \$20,000,000 to \$11,000,000, someone goes dry." Usually it is the common or "ordinary" shareholder, as the Britisher terms him, who is given the privilege of framing his certificates as souvenirs. In the present instance, however, the deferred shareholders represent the dissenting voices which combined in a meeting in Dublin recently to air their grievances and demand reforms.

As at present proposed the scheme of reconstruction limits the interest of the deferred shareholders to \$2,500,000, and it is the opinion of a committee appointed by the dissenting body that this amount should be doubled, for "no matter how prosperous the company may become in future such shareholders can only receive a certain commercial dividend, but if the deferred interest were doubled the income and capital of the holders would then be twice that what it would under the present scheme." The ostensible object of the meeting of the special committee referred to was to obtain detailed information as to the present financial standing of the company and the nature of its investments before the scheme of reconstruction came up in court.

The directors of the company forestalled any formal demand for this information by making it public through the press on the morning of the same day on which the meeting was called. In these statements the total investments are put at about \$2,250,000 in round numbers, of which some \$315,000 is lumped under the head of "minor investments" without further detail. The balance is invested in seven companies, four of which the Dunlop Co. controls absolutely, while in three others, the Collier

Tire Co., the Midland Rubber Co., and the German Dunlop Co., a controlling interest is held.

Among the other grievances aired by the committee, the directors' estimate of profits for the past year of \$525,000 was questioned; complaint was made that the Dunlop report and balance sheet is in a different form each year which makes it impossible to follow, and criticism of the policy of making extensive reservations was made. But at the same time it was admitted that if profits and reserves had not been applied as capital for the formation of new business the company would have failed long since. A side light was thrown on the agitation by the demand of one member that the company be put through compulsory liquidation, which would place the ordinary and deferred shareholders on the same basis. One fact is patent and that is, if the deferred holders succeed in blocking the present reconstruction scheme by one including in its provisions an increase to 1,000,000 deferred shares, the ordinary stockholders will vote it down and a deadlock will ensue, with the result that the deferred holders will get no dividends at all.

More Room for Veeder.

The Veeder Mfg. Co. has let contracts for a three-story addition, 40x54 feet, to its plant at Hartford, Conn. The new structure, which will be ready for occupancy about October 1st, will be of the most modern fireproof construction—concrete, reinforced with rectangular twisted bars of steel. The basement and first floor will be occupied by the Post & Lester Co., in which the Veeder principals are heavily interested, and the two upper floors by the Veeder Mfg. Co. itself.

Coaster Brake Combine in Control.

Combination Hubs, Ltd., the "pool" which controls the coaster brake patents in Great Britain, now practically has the field to itself. Seabrook Bros., who handled an American coaster brake, and against whom a decision for infringement was recently rendered, have withdrawn their appeal, having reached an agreement out of court with the "pool." No suggestion of the terms of the agreement has been disclosed.

NOW FOR ATLANTIC CITY

All is in Readiness for Convention and Big Attendance in Prospect—Instructive Papers to be Read.

For the first time during its existence of nearly 30 years, the cycle industry is next week to have an organized holiday, punctuated with some really fruitful but not burdensome business and instruction. By "cycle industry" is meant, of course, the manufacturers of bicycles and accessories and the more important jobbers, and the holiday will be constituted of the meetings at Atlantic City, promoted by the Cycle Manufacturers' Association and the Cycle Parts and Accessory Association.

Despite its age and strange though it may appear, the industry never had such a gathering. It had its trade organizations with salaried employees, but when they met, it always was in a stuffy office where the members "fenced" one with the other and exchanged as few helpful ideas as possible.

At Atlantic City next week, they are not only going to come out in the open and exchange ideas, but they will have their chief workers with them to absorb the ideas and also are they bent not only on obtaining enjoyment not merely for themselves, but for their families. Indications point to the presence of not a few ladies. As a matter of fact, and although the meetings do not begin until Wednesday, 25th, several men and their wives already have departed for the seaside resort in order to make a full week of it.

All of Wednesday and half of Thursday will be devoted to business meetings of the two associations. Thursday afternoon and Friday, the 27th, will be devoted to the open convention, in which makers and jobbers will join—and no dealer will be turned away if he puts in an appearance. The convention will be held in the palm room of the Hotel Islesworth, which will be official headquarters during the week. It is at this joint and open session that the interchange of ideas will occur. It will take the form of a series of papers on timely and interest-

ing topics and the discussion thereof such as the cycle trade has never known, and which simply cannot fail to prove of instruction and profit to all who are seeking that sort of thing.

how the manufacturers may, through certain changes in their methods and policies, advance their own interests and the welfare of all their agents."

W. F. Remppis, Reading Standard Cycle Co., Reading, Pa.—"The Motorcycle as a Trade Stimulus—Its value to the manufacturer, the jobber, the retailer and the pastime in general."

must conduct his own business according to his own judgment, the mutual recognition of certain fundamental facts would be to the advantage of all."

One other paper, by a well-known tire



GEORGE N. PIERCE,
President Cycle Manufacturers' Association.

As arranged by the program committee, C. A. Persons, B. S. Keefer and W. J. Surre, the speakers and their subjects will be as follows:

W. H. Crosby, the Crosby Co., Buffalo, N. Y., "The Value of Trade Organization—Accomplishing something without attempting everything."



J. F. COX,
Secretary Cycle Manufacturers' Association.

R. G. Betts, The Bicycling World, New York—"Publicity Without Price—What it means, how to get it and its results."

C. F. U. Kelly, Continental Rubber Works, Erie, Pa.—"The Improvement in the Cycle Trade—What the makers and dealers should do to make it permanent."

C. L. Kelsey, The Kelsey Co., Buffalo, N. Y.—"The General Publicity Movement—



W. H. CROSBY,
President Cycle Parts and Accessory Association.

man, probably will be delivered also.

For the benefit of those who propose attending the Atlantic City gathering and who may have overlooked previous cautions, it is repeated that in order to obtain the benefit of the reduced fare of a rate and one-third, certificates must be obtained when railway tickets are purchased and must be issued on account of the Cycle Parts and



CHARLES A. PERSONS,
Vice-President Cycle Parts and Accessory Association.

Harry Walburg, Miami Cycle & Mfg. Co., Middletown, O.—"If I were a Bicycle Dealer—Showing how a dealer may through changing his methods and policies, advance his interests and improve his welfare."

Frank C. Storck, Red Bank, N. J.—"If I were a Bicycle Manufacturer—Showing



H. S. WHITE,
Secretary Cycle Parts and Accessory Association.

Should the jobbers join the manufacturers in making it a success."

R. D. Webster, Eclipse Machine Co., New York—"The Common Interests of the Jobbers—Showing that while each merchant



W. J. SURRE,
Treasurer Cycle Parts and Accessory Association.

Accessory Association and no other organization; in arrival at Atlantic City the certificates must be deposited with W. J. Surre, treasurer of the Cycle Parts and Accessory Association, who will attend to the countersigning. Mr. Surre will establish himself for the purpose in the Bicycling World's office in Hotel Islesworth.

TWO VALVES IN ONE

Ingenious Invention of a Canadian—Advantages of Mechanically Operated Valves.

Although the superiority of the mechanically operated type of inlet valve over the suction or automatic type has long been recognized by builders of motorcycle engines, it has not been adopted for obvious reasons. Its greater efficiency is naturally due to its positiveness of action, but it is not alone in the elimination of the tendency of the automatic valve to stick at times that this lies.

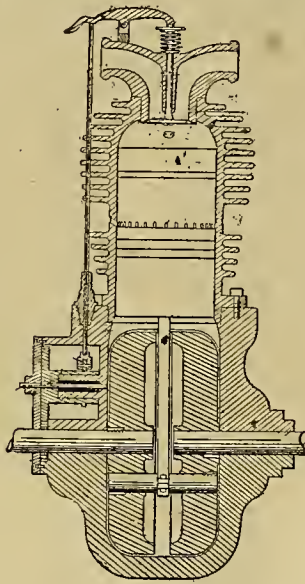
The automatic type of valve is governed entirely by the running of the engine plus the working of its retaining spring. Leaving out of the question all considerations of proper adjustment of the latter which may cause erratic working or a total failure of the valve to operate, its working is not a certain quantity as it must necessarily vary with the speed. Probably its greatest defect is to be found in the fact that at high speeds it does not stay open long enough to permit of a full charge being drawn in, so that the amount of power developed suffers in consequence, while at slow speeds its closing is sometimes sluggish. These troubles are naturally reduced to a minimum by the proper adjustment of the valve but they have proved of a sufficiently serious order to cause practically the total abandonment of this type of valve on automobile motors.

The added complication entailed in order to make both valves of the mechanically operated type appears to be the controlling reason why the same thing cannot be said of the motorcycle. More than one attempt has been made to solve the problem, a very ingenious invention of this kind hailing from the other side in which one valve was surrounded by the other, having been described in the *Bicycling World* some time ago. Now a Canadian inventor comes forward with what appears to be, if nothing else, a far simpler way of attacking the problem. His idea is to combine the intake and exhaust valves—in short, to make one valve perform both offices, the only duplication being in the passages leading to and from it for the inlet and exhaust gases. He is Anson G. Ronan, of Toronto, Ont., and his invention, which was filed almost two years ago, has just been covered by Letters Patent 825,867.

The details of the invention will be clear from the accompanying sectional illustration when viewed in connection with the patentee's claim which is as follows: "A combined intake and exhaust valve comprising a casing provided with freely open branch passages which connect together and terminate in a common opening the lower edge of which is provided with a valve seat; the valve; a downwardly extending bearing for the valve stem, the

valve stem held therein; a spring on said valve stem and on the outside of said casing, and two lugs forming part of said casing whereby same is held in place."

It will be noticed that this combined valve is located directly in the center of the head of the cylinder—a position that experience with the air-cooled motor on the automobile has demonstrated to be most favorable. In



the four-cycle type of engine universally used on the motorcycle there is almost an entire stroke of the piston intervening between the time of closing of the inlet valve and the opening of the exhaust, so that no difficulty should be encountered on that score. But some provision must be made to prevent the inlet passage being filled with exhaust gases when the valve opens for the expulsion of the latter as well as some means of avoiding either the waste or contamination of the fresh charge of fuel through the same cause. Presumably this has been done, as the invention would be impracticable without it, though no mention is made of it in any of his claims nor is the method of timing the opening of the valve referred to. Barring the first objection, however, which is a serious one, there appears to be no reason why such a combined valve should not be made to operate effectively.

Unsuitability of Picric Acid.

Picric acid possesses a very high potential, but has other properties of a less satisfactory nature says an authority. Both its tendency to enter into combination with metals and salts through mere contact, forming corresponding picrates, picramates and various reduction compounds, all of which are extremely sensitive and chemically unstable, and the poisonous vapors given off by it during manufacture and melting, are causes of unavoidable trouble and risk and make it unsuitable for use in the cylinder of the internal combustion motor.

OHIOAN HAS A MARVEL

It is Still in his Head, but it's a World-Beater, and no Mistake.

A new "wonder worker" and, incidentally, a new principle for the delectation of the motor bicycle rider, have been evolved by Carl Roberstein, of Columbus, Ohio, who is going to take the machine to Ormond beach next winter to prove the theory. While both are interesting, perhaps the machine is more so than the theory, for when it is built, if ever it is built, the dainty little thing will weigh only 600 pounds, will run on 36-inch wheels, and travel at the rate of three miles a minute. This is Roberstein's own estimate, on which no patent has been applied for. Three miles in one minute is a mere trifle of a mile in 20 seconds. The principle which has developed is that the faster a motor bicycle can be propelled the safer it will be, to which he adds a corollary to the effect that the less the driver has to do with the steering, the better.

Roberstein who, despite his name, is night foreman of Robert F. Boda & Co.'s garage, Pearl and Rich streets, is something of an inventor. Besides, he has had considerable experience at automobile race meets, and so, has come to the conclusion that the fastest machine which can possibly be built, must run on two wheels. The machine which he has built—on paper—is, therefore, to be a record breaker in every way. It will have tremendous power for its weight, will have a minimum of wind resistance, and also will be very strong and stable.

According to the limited specifications which have been given out thus far, it appears that the machine will weigh 600 pounds, will have 100-inch wheel base, 36-inch wheels, and will be driven by a twenty horsepower, four-cylinder motor. For the transmission, a combination of bevel gearing and driving chains will be used. In a recent interview, the inventor propounded the statement of his new law as to the increase of safety with the speed. "The faster a motorcycle will go, the safer it will be," he said, and then he concluded by saying, "The less the driver has to do with the steering apparatus, the better."

Mixture to Prevent Rust.

A good mixture to prevent the rusting of machinery is made by dissolving one ounce of camphor in one ounce of melted lard; skim off the impurities and add enough black lead to give the mixture an iron color. After cleaning the machinery carefully, smear on the mixture. It can be left on indefinitely, or if wiped off after twenty-four hours will prevent rust for some time. When removed, the metal should be polished with a soft cloth.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 21, 1906.

During the Atlantic City convention, the headquarters of the *Bicycling World* will be established in Hotel Islesworth, parlor floor. The door will be swung open and chained fast.

The Atlantic City Convention.

Every man in the trade possessed of red blood and more than purely local interests should be in evidence at the Atlantic City convention next week. We believe every one of them will be there. They cannot well afford to stay away.

The convention promises to prove not only the largest meeting in respect to numbers, but the most fruitful one—perhaps it is not too much to say, the first fruitful one. It certainly will be the first occasion when men of the trade will come out in the open and express opinions and share their views with their fellow tradesmen. It will provide not merely the usual handshaking, but that really free interchange of ideas that the cycle industry has lacked since its inception and that has been one of its drawbacks.

The topics to be treated are nearly all vital ones. Many of them contain the glim-

mer of true gold. They promise to not merely interest, but to instruct—and, despite its ripe age, the cycle industry is not too old to learn. There are some lessons which it never learned; there are others which it has forgotten. It retired too deep into the woods for its own good health.

The Atlantic City meeting should and, we believe, will do much to point the way out of the wilderness.

On "Beating the Game."

"Longmarker's" call for action in respect to the formation of an organization for the control of road racing, printed in last week's *Bicycling World*, is timely. For two years the subject has been talked of and nothing has been done. The two years have been frittered away in talk.

But, as was pointed out, the collapse of the Vailsburg track makes for a situation that more than ever demands some sort of government of road racing. It is one of the truest sports and it would be pathetic were it permitted to remain a ready refuge for the scaly individual suspected or discredited in other sports and whose chief aim is to "beat the game."

In a sport that lacks government it is only the honorable man who suffers. He will not stoop to the tricks and dishonesties practiced without fear of punishment by the other sort of man and which give the latter advantages which accrue to his profit. The crook abhors government; the honest man welcomes it. It is government that compels the former to keep up even an appearance of decency and whilst making the pretense he is ever studying how to "beat the game." It is unfortunate that so many unthinking people consider "beating the game" an evidence of cleverness. For after all, it is but one of the most despicable forms of theft. If such "cleverness" were perpetrated in the more serious walks of life, the perpetrator would be called by his proper designation—a thief.

Falsification of entry blanks and competing in events to which ineligible or under false names are among the commonest forms of such theft. They are worse even than foul riding. The thieves term such practices "beating the game," although they well know that they are practiced for one purpose—to obtain goods by false pretenses. The goods are prizes; the prizes stand for honor and the man who filches honor or tries to filch it, is one of the most abjectly

despicable beings it is possible to conceive.

Although "beating the game" is not confined to cycle road racing, there has been too much of it in that sport. It is time something was done to check it. As it is, the lack of government is a direct incentive to such thievery. It is time the honest man was given his full due. It is time the crooks were given what too long has been "coming to them." It is time the sport was controlled in order that those ends be served—and it is significant that in Great Britain also a similar demand has arisen. A cry has gone up there for the National Cyclists' Union to again take up the reins of road racing, which it dropped several years since.

Neglectfulness and its Result.

It is so very easy to give advice and so very hard to follow it that the individual upon whom it is lavished soon learns to let it flow in one ear and out the other. He follows the even tenor of his way without heeding it. And to no one thing does this apply with so much force to those warnings that are prefaced by the old saw about the stitch in time. Brevity is the life of epigram as well as the soul of wit and some wideawake printer boiled this down to "Do it now." And this is exactly in line with the sentiments of a famous philosopher who said it was far less work to perform a task at the moment than to keep it in mind for some future occasion.

That would be true if all individuals were similarly constituted, but the average person, whether cyclist or not, does not usually overtax his gray matter with future tasks. Rather, it is a case of "out of sight, out of mind" with him, and the little job of repairing that he is advised to effect on the spot, but which he dismisses with the inevitable "Oh, I'll attend to that later," fades from his mental as fell as his physical vision within a very short time. Unless something happens to recall it to mind forcibly, the chances are about even that it may never be attended to. And this is often the case even where there is a constant visible or audible reminder of the necessity therefore.

"Oil me, oil me, oil me," squeaks the dry bearing or the neglected machine in a nerve racking monotone, repeated as regularly as the wheels roll round. That is, it would be nerve racking to any but the possessor of that particular bicycle. If anything inanimate such as machinery can be said to talk,

the bicycle is certainly not lacking in its means of expression. The cracking, snapping rattle of the mud-caked chain, the plaint of dirty bearings and the wobble of wheels sadly out of true—all these things speak a language that carries its meaning no less forcibly than words. There is some hope for a cyclist whose sins of omission are confined to those petty defaults that are only visible to the keenly observant eye, but for the rider who will continue to neglect flagrant defects despite constant and audible complaint there would seem to be none. He is past redemption and this form of indifference to the needs of his mount soon places it beyond help.

The man who settles down and follows the "stitch in time" and "do it now" policy soon sees what a vast difference it makes, not alone in the appearance of the bicycle, but in its running qualities. If the tires are flat, do not wait until they puncture or tear the valve off by creeping. Use the pump and do it now, which means the moment you realize that they have become too soft for riding. And do not make the oiling process one that is characterized by either a feast or a famine. A flood of oil at one time will not compensate for the utter lack of it during the remainder of its existence. It will simply ooze out, spread itself over the hubs and spokes and collect dirt and will not serve as a lubricant any longer than the normal quantity would.

When the chain kinks and crackles it is a certain sign that it is either out of line and is attempting to ride the sprockets to the detriment of both teeth and links, or all its joints have caked with mud and stiffened. Probably both ills are combined, but a prompt cure will save the sprockets, or what is worse, save a walk home occasioned by the breaking of the chain through riding the teeth when too tight.

Take it off without further delay and give it the bath in kerosene and the cleaning, which would have averted such a state of affairs if received in time. If one spoke breaks in a wheel and then another it is a mighty poor plan to wait until enough have broken to make it worth while to take the machine to the repairer. It may take itself to the junk heap and send its owner to the hospital before that time comes. The moral of it all is simply to "do it now" and insure against accident as far as possible. The satisfaction of having a smooth running, respectable appearing machine is surely sufficient compensation.

"Touring" on the Peculative Plan.

A certain method of bicycle touring seems to be growing in popularity during the last year or two, which, besides netting the traveler a substantial income in addition to the benefits derivable from the trip, serves to cast a shade of sombre hue over the entire industry, and particularly to bring down a reputation by no means enviable upon the heads of the dealers in second-hand machines. The method is simplicity itself, and as developed and applied by several gentlemen of dishonest propensities, it consists in stealing a bicycle and forthwith riding it to the nearest town where it is sold to the first available purchaser, usually a second-hand dealer. Before there has been time for the report of the theft to arrive from the point of original departure, another wheel has been stolen, and the second stage of the journey commenced. This goes on in endless progression, and so long as the traveler sticks to small towns and sleepy localities, he is practically immune from arrest and conviction.

A little reflection on the number of incidents of this sort which have come to light lately, coupled with the knowledge that in no case has the thief been located until after he had been carrying on operations for some little time, forces the conclusion that there must be some strong outside factor apart from his own industry and energy, which combines with them to make the occupation a successful one—as far as freedom from arrest may be considered a success. This extraneous factor is not far to seek, and is located in the person of the second-hand dealer who nearly always is so very ready either to buy or sell machines of unknown pedigree. Fake dealers, alleged storage companies, and the whole bunch of imposters, who invariably are branded by shabby goods exposed for sale in musty storehouses; whose sales are induced by misleading advertisements inserted in daily "want" columns and on placards pasted before their shoddy doors, and whose bland manners are turned to bitterest gall when any one of their extravagant boasts are questioned; all these play second part to the itinerant cycle thief.

Not that the dealers of this general class are universally dishonest, but rather that they feel no concern as to the origin of the goods which they handle, so long as it can be cleared off quickly at a certain low rate of profit. By not requiring a strict accounting for the possession of goods

brought to them for disposal, they lay themselves open to suspicion, no matter what may be their actual degree of honesty, and while this suspicion extends to them all, it certainly cannot fail to include rightly at least a few who really are culpable. These are the reliances of the tourist thief, and without them his operations soon would come to a standstill. One wheel, possibly two or three, he might succeed in getting away with, but the difficulty of ridding himself of their incriminating evidence, soon would tire him of the business.

For the safety of such a calling rests not so much in the craft of the malefactor in getting away with the goods, as in his ability to dispose of it without question before the loss has been reported, and in leaving town with a new prize before search has been instituted for him—even before he has been suspected. Force the dealers to report all sales and purchases immediately, together with specifications of the machines, watch them closely, and punish them severely for fraudulent reports; and not simply would the bicycle rider be freed to a large extent of the danger of cycle stealing, but also the unwary buyer would be protected from the danger of complications arising from the purchase of stolen goods.

While there is a certain legitimate field for the sale of second-hand machines, it is decidedly limited, and daily is growing more limited, owing to the flooding of the market with new wheels of low grade and price, which are fast taking the place formerly occupied by the second-hand mounts of respectable quality. The legitimate income from such a business is small at best, and only enough to support a limited number of dealers in any one locality. That being the case, when they are found thriving in abundance, their methods invariably will bear watching, and their limitation or absolute extinction well may be taken as the first step toward eradicating the bicycle thief.

Although it will not wholly absolve the trusting cyclists who leave their mounts unlocked and unguarded, yet it will diminish the risk of loss. Simply to make the criminal's pathway a rough one, and to punish him soundly when caught, will not work his extinction. "Thieves are born, not bred," and if this be so, the criminal instinct will be developed by temptation. Hence man's moral obligation to protect his own is in no wise diminished by the hedging in of dishonesty.

COLLINS AND COFFEY STAR

Former Shows the Way to Bedell and MacLean While Coffey Trims Moran.

Elmer J. Collins, of Lynn, Mass., last year an amateur, distinguished himself last Saturday night, 14th inst., at Revere Beach by defeating Hugh MacLean, of Chelsea, Mass., and Menus Bedell, of Newark, N. J., in a fast and exciting 25-mile race behind motor pace. Collins's time was 37:18½. MacLean gave Bedell and Collins a two-lap handicap and the Chelsean got back all but a half lap from Collins and a third of a lap from Bedell. At the finish the Lynn youngster was leading Bedell by forty yards. Collins put up a clever fight, and had not his pacemaker overestimated his strength in the last mile, he would finished a clear length in front of Bedell and MacLean would have gotten back but one instead of one and one-half laps of the two allowed Collins.

John Bedell did not show up as well in the professional sprint races as was expected. He was shut out in his trial heat of the one-mile handicap, and in the five-mile open he fell just before the bell. Jimmy Moran made a great bid from scratch in the final heat of the handicap, but the long markers pulled together with such good results that the best Moran could do was to cross the tape fourth. A. W. McDonald, out on 110 yards, beat out T. Connolly and W. G. Holbrook, all last year amateurs, in this order, in a blanket finish. The time was 2:02½.

Little J. B. Coffey, South Boston's pride, was the star in the five-mile open, and the manner in which he fought off Moran in the last lap raised him even higher in the estimation of his followers than he is at present. Mile prizes were included in the race, and Moran captured the first, McDonald the second and third, and T. Connolly the fourth. As the gun signalled the last mile, Moran began to unwind with John Bedell hanging on. Just before the bell young Coffey made his bid and in passing Bedell who also had essayed to pass Moran; the Bostonian and the Newarker came together, Bedell falling. Moran and Coffey had a lively dust-up in the last lap, but the veteran six-day plugger was no match for young Coffey and the latter got first by a length and a half. Pat Logan was an easy third. The summaries:

One-mile handicap, professional—First heat won by James Moran (scratch); second, W. G. Holbrook (100 yards); third, Pat Logan (45 yards). Time, 2:09½. Second heat won by A. W. McDonald (110 yards); second, J. B. Coffey (65 yards); third, T. Connolly (140 yards). Time, 2:02½. Final heat won by A. W. McDonald; second, T. Connolly; third, W. G. Holbrook; fourth, James F. Moran. Time, 2:02½.

Five-mile open, professional—Won by

J. B. Coffey; second, James F. Moran; third, Pat Logan. Time, 13:05½.

Twenty-five mile motorpaced handicap, professional—Won by Elmer J. Collins, Lynn, Mass. (440 yards); second, Menus Bedell, Newark, N. J. (440 yards); third, Hugh MacLean, Chelsea, Mass. (scratch). Time, 37:18½.

Preparing for Cross-Continent Ride.

L. J. Mueller, the Cleveland (Ohio) motorcyclist, who has set himself to establish a new cross-continent record, left this week for the Pacific Coast. He will not, however, go directly to San Francisco. He will drop off the train at Cheyenne, Wyo., and there mount his Indian motor bicycle on which he will make the remainder of



L. J. MUELLER.

the journey overland. For Mueller is the first man who has gone about the big task systematically and laid his plans well in advance. His preliminary run of 1,000 miles from Cheyenne to San Francisco is designed to acquaint him not only with the roads, but the requirements of motorcycle travel in crossing the Rocky Mountains and the Nevada deserts.

Mueller expects to start on his record-breaking jaunt on or about August 5th, and has pinned his hopes on reaching New York on or before September 5th, two days inside of the automobile and fifteen days inside the best performance on a motorcycle. Mueller is a big, strong, healthy young giant of 25 and as a "rough rider" has few superiors. He vows that he will "get that record or bust." He has arranged to have his arrivals verified at all important points and will also render a report nightly to the *Bicycling World*. He will carry a camera and as he "knows how to write," the pictures and story of his travels which will appear in these columns, should prove of unusual interest.

Blasphemy will not start a motorcycle. Neither will a dead battery nor an empty gasoline tank.

"OFF" WEEK FOR IVER LAWSON

He Fails to Bag Even One First—Australian Team Defeats American Trio.

Salt Lake City, July 10.—If the thousands of people who came to the saucer track tonight to see the much heralded unlimited match pursuit race between Iver Lawson and W. E. Samuelson, came to see that alone they must have been bitterly disappointed, for the featured event of the evening was dull and uninteresting, and—Lawson was defeated easily. There evidently is something under the surface about this race that is not yet apparent. Just before the race started McFarland challenged the winner to a similar contest with an additional side bet of \$200. Now McFarland would not ride against and defeat Lawson, even if he could, and the only logical reasoning is that "Mac" and the "Swede" desire to further humiliate the erstwhile "Pride of Provo" by administering a trouncing that he will remember for a long time and further irritate him by taking \$200 of his hard earnings. Lawson looks as hale and hearty as ever and it is not believed he could show such a marked reverse of form in a few brief days.

The pursuit race was the best number on the program. Both Lawson and Samuelson got off rather poorly and the first lap was covered in the poor time of 19 seconds. At the end of the first mile Samuelson had gained perceptibly and the spectators began to open their eyes. When the second mile was reached the bred and born in Salt Lake rider had cut down the original distance more than half. Some of the spectators imagined Lawson was playing a waiting game and that he would swoop around Samuelson in one grand sprint. But those who entertained this opinion had another guess coming their way, for at three miles Lawson was keeping up his average gait and Samuelson gaining slowly but surely. Well, to make a long story short, Samuelson overhauled and passed Lawson at 3 miles 3 laps, and the race was over, but the people are not satisfied, nor will they be made to believe that Lawson, their pride and joy, could not have done better.

Another big surprise of the evening was when Joe Fogler, the popular light-haired Brooklyn boy, walloped McFarland in the final of the three-quarter mile open. Salt Lake fans are generous, and as Fogler has gotten one or two raw deals this season, and has suffered in silence, they right appreciatively gave him a noisy greeting. Fogler and McFarland came down the stretch on the last lap neck and neck, and the Brooklynite won by a nose. Lawson was third, Hopper fourth and "Bridget" Bardgett fifth. Time, 1:34.

S. H. Wilcox paid his last week's board bill and bought the crowd drinks after he corralled the money in the half-mile handi-

cap, from 55 yards. Pedlar Palmer, of Australia, finished second; Achorn luckily got third; Hardy Downing fourth, and Agraz fifth. The time was fast—54½ seconds.

Taking the pace at the start and holding the lead practically throughout, elongated Jack Hume won the mile open for the "kids." On the bell lap Fred West who, by the way, has been showing up well of late, made a desperate effort to go by the Ogden rider, but missed his goal at the tape by a wheel. Holliday, Giles and Mayer crossed the tape close after them in the order named. Diefenbach won the half-mile handicap, with Mayer second, and Mayerhofer third. The summaries:

Half-mile handicap, professional—Qualifants: Emil Agraz (75 yards), S. H. Wilcox (55 yards), C. L. Hollister (35 yards), Ben Munroe (70 yards), Hardy K. Downing (10 yards), E. Smith (80 yards), J. E. Achorn (90 yards), W. P. Palmer (50 yards), Jack Burris (60 yards), and Ernest A. Pye (35 yards). Final heat won by S. H. Wilcox, Salt Lake City; second, W. Pedlar Palmer, Australia; third, J. E. Achorn, New York City; fourth, Hardy K. Downing, San José, Cal. Time, 0:54½.

Half-mile handicap, amateur—Qualifants: Fred West (10 yards), J. E. Holliday (20 yards), D. King (45 yards), Hal McCormack (15 yards), P. Giles (30 yards), Rudy Mayerhofer (75 yards), R. Diefenbacher (65 yards), E. Mayer (10 yards). Final heat won by Diefenbacher; second, Mayer; third, Mayerhofer; fourth, Giles; fifth, King. Time, 0:56.

Three-quarter mile open, professional—Qualifants: Joe Fogler, Iver Lawson, Walter Bardgett, Norman C. Hopper, Hardy K. Downing, Floyd A. McFarland and S. H. Wilcox. Final heat won by Joe Fogler, Brooklyn; second, Floyd McFarland, San José, Cal.; third, Iver Lawson, Salt Lake City; fourth, Norman C. Hopper; fifth, Walter Bardgett. Time, 1:34.

One-mile open, amateur—Qualifants: John Berryessa, Ed Mayer, Tommy Morgan, Jack Hume, Fred West, J. E. Holliday and Peter Giles. Final heat won by Jack Hume; second, Fred West; third, J. E. Holliday; fourth, P. Giles. Time, 2:09.

Unlimited pursuit match between Iver Lawson and W. E. Samuelson—Won by Samuelson. Distance, 3 miles 3 laps. Time, 7:25½.

Salt Lake City, July 13.—Hardy K. Downing won the feature event at the saucer track to-night—a three-quarter mile handicap—and incidentally furnished the surprise of the evening, beating out Iver Lawson, in a sensational sprint. On the bell lap Downing was at the tail end of the bunch and the odds were about one thousand to one against him. But three-quarters of a lap from home, while all the riders were busy trying to go around one another, Downing darted down on the pole, just as Lawson went up, and turned loose that famous sprint of his. Then to the confounding of

the crowd, Downing, who had steadily worked his way through the bunch, sailed past Lawson and across the tape a winner. It was not until long after the race was over that the crowd woke up to Downing's steal and when they did they cheered him to the last resounding echo.

For interest and spirit, the five-mile lap race was as good as any on the program, for from the outset the combinations were at war and much ill-feeling among the riders resulted. In turn they played their role and after they were through Clarke carried McFarland and Lawson around the bunch to victory. At three laps to go Bardgett and Hopper went out and until the last lap Hopper looked a winner, but in the final sprint his strength failed him and Bardgett's heroic work was for naught, McFarland and Lawson going past for first and second, respectively. Joe Fogler finished fourth and Bardgett fifth. The time was fast, 10 minutes 1¾ seconds.

A. Crebs, the young comer in the amateur ranks, added a brace of laurels to his wreath to-night. In the final heat of the one-mile handicap, he beat out West by half a wheel after a battle for supremacy that lasted for three-quarters of a lap. In the quarter-mile unpaced record trials Crebs scored the second best time of the evening. All the amateurs, however, failed to break Hopper's long-standing record for the distance. The best time was made by Hume, in 25¾ seconds.

Australia laid America away on the shelf in the unlimited pursuit race. Pye, Clarke and Palmer were up for Australia, and Bardgett, Hollister and Williams represented Uncle Sam, and although they rode bravely Pye and Clark did heroic work for the Australian team and were returned victors after riding 3 miles and 90 yards. The time was 7:35. The summaries:

Quarter-mile record trials, amateur—Jack Hume, 0:25¾; A. Crebs, 0:23¾; McLaughlin, 0:26; P. Giles and R. Mahrhofer, 0:26½; R. Diefenbacher and F. Schnell, 0:28¾, and D. Kind, 0:26¾.

Unlimited team pursuit—Won by Australian team (Pye, Clark and Palmer); second, American team (Bardgett, Hollister and Williams). Distance, 3 miles 90 yards. Time, 7:35.

Three-quarter mile handicap, professional—Qualifants: C. L. Hollister (35 yards), Ben Munroe (75 yards), H. K. Downing (15 yards), Saxon Williams (55 yards), Walter Bardgett (50 yards), W. P. Palmer (40 yards), Iver Lawson (scratch), Joe Fogler (10 yards), Jack Burris (70 yards). Final heat won by Hardy K. Downing, San José, Cal.; second, Iver Lawson, Salt Lake City; third, Saxon Williams, Salt Lake City; fourth, Ben Munroe, Memphis, Tenn. Time, 1:21¾.

One-mile handicap, amateur—Final heat won by A. Crebs (35 yards); second, Fred West (15 yards); third, J. E. Holliday (30 yards); fourth, Philip Wright (55 yards); fifth, P. Giles (35 yards). Time, 2:02¾.

Five-mile lap, professional—Won by Floyd A. McFarland; second, Iver Lawson; third, Norman C. Hopper; fourth, Joe Fogler; fifth, Walter Bardgett. Time, 10:01¾. Lap prize winners—Pye (3), Bardgett (1), Palmer (7), Wilcox (2), Hopper (1), Samuelson (5), Burris (7), Agraz (5), Smith (2), Mitten (2), Achorn (4).

World's Record for Pye.

Ogden, Utah, July 11.—Ernest A. Pye, the clever Australian speed merchant who came to this country with Floyd McFarland, to line up against America's fastest sprinters, made good here to-night. Pye won the five-mile lap, professional event, achieving the world's record for that distance, riding the five miles in 9:48¾. Incidentally, Pye is the only Australian who has ever won this honor.

The race meet to-night can well be called the banner meet of the season, as the best card was presented and the largest crowd the Islewood saucer has held in some time, turned out to do honor to the victors.

The five-mile lap race was easily the feature of the evening, and all the glory belongs to Pye. In the last lap of the second mile the Australian made his coup. He tore away from the rest of the bunch and before they aroused from their lethargy Pye had lapped them. Lawson and McFarland went after him, but when Pye tagged the tail enders Downing pulled him up to the head of the procession where it was an easy matter for him to gobble up all the lap money and first place. Fogler and Palmer fought for second place, the Brooklyn lad getting there first.

Achorn won the half-mile handicap, with Palmer second and Smith third. Wilcox got fourth. Crebs showed that he is more than likely to give Jack Hume a go for amateur honors by winning the mile handicap. Following are the summaries:

Half-mile handicap, professional—Won by J. E. Achorn; second, W. Palmer; third, E. Smith; fourth, S. H. Wilcox. Time, 0:53¾.

One-mile handicap, amateur—Won by A. Crebs; second, Jack Hume; third, R. Diefenbacher; fourth, P. Giles. Time, 1:56¾.

Five-mile lap, professional—Won by E. A. Pye; second, Joe Fogler; third, W. P. Palmer; fourth, C. L. Hollister; fifth, J. E. Achorn. Time, 9:48¾ (world's record).

Five-mile motorcycle, professional—Won by T. M. Samuelson; second, E. F. Ferguson. Time, 6:46.

London's famous cycling newsboys are said to pedal entirely with the instep. They are called "newspaper runners" and they take the place of the furiously driven wagons that race through New York streets delivering evening editions to the newsdealers. The reason given for this awkward way of riding is that the rider is enabled to support himself and his heavy bundle of papers to the best advantage without leaving the saddle when caught in a block of traffic.

DOING BUSINESS IN "SHACKS"

The Stores in Which San Francisco Merchants are Housed—Hopkins as Example.

However great and appalling may have been the disaster which overtook San Francisco almost in a breath, its recovery can be no less startling to the outsider than the disaster itself, for the energetic spirit of "forty-nine" has by no means died out with

of fast work to his credit. The site of this building marks the point at which the fire was stopped, and hence the location possesses even more interest than its business connection alone could secure for it. It has been occupied since July 14th. Hopkins "warmed" his "shack" with a most pretentious "first night," at which a lot of talent obliged and at which the inner man was well provided for. In the picture, Architect Malsbury and Mrs. Malsbury and

"PLAY" DUE TO GUDGEON PINS

Trouble that it Causes and an Arrangement that Remedied the Trouble.

High speed, short stroke engines are heir to a variety of troubles with the gudgeon pin. The cause of it all is the necessarily small diameter of the pin and connecting rod, plus the excessive angular movement of the latter, says the Motor Trader. The form it takes, however, varies; in some cases it is the piston that suffers, in others the pin itself wears oval, and in others the connecting rod bushing is punished. For instance, a small engine built some time ago and run for several years invariably required a renewal of the pin, neither the hole in the piston nor the connecting rod brass suffering. Another engine of different make, on the other hand, reversed the above order, so that in effect the point centers in the ability of one of the above three parts mentioned to resist wearing stress the longest.

The method of making the gudgeon pin fast has not a little to do with the trouble where slackness in the piston is concerned. In the first engine mentioned the pin was of three diameters, i. e., the piston holes were of different bores and the bearing surface for the connecting rod was of a diameter midway between the two. The method of fastening was by a split pin engaging in a hole at right angles in a filleted recess in the piston's exterior. That method avoided the common danger where a pin tapers or otherwise is used to transfix the gudgeon pin and bearing in the piston's interior. The phenomenon before mentioned showed, however, that the wear was set up by the split pin failing to prevent the pin slightly rotating, besides giving a stiffening against the vertical stress incidental to the impulse thrust and the disturbance in balance thereby set up. To correct this the piston hole was first recessed on the outside at either end to a depth of $\frac{1}{4}$ -inch, and $\frac{3}{16}$ ths of an inch in diameter. A mild steel pin was turned to fit the bore of the piston, the hole both in it and the connecting rod bush having first been parallel reamed together. The pin was fashioned with a disc flange, which was not, however, turned to directly fit the recess.

A ring line was scribed on the face which corresponded to the diameter of the recess. This was done to enable a feather point to be left, the flange being then shaped to the scribed line for the rest of the circumference. The small end of the pin was screwed to a fine pitch thread, and a loose collar threaded to suit. The face of the collar was drilled with a couple of holes to give the necessary purchase for tightening it. When the pin was in place and tightened up, a split pin hole was drilled as before, the fillet requiring but little enlarging to permit of the pin being opened and the



the old timers, and the recuperative power of a community so stricken is simply marvellous. As being among the most advanced of her citizens, naturally, the representatives of the local cycle trade are by no means backward in getting at least a place in which to do business. These "places" are far from pretentious, but they are serviceable, and what is more to the point, they are a monument to the pluck of their owners.

The accompanying illustration shows the new quarters of the Indian agency at 729 Gough street, near Golden Gate avenue, where C. C. Hopkins, the proprietor, was ready to meet all comers in just fifteen days from the time of starting to clear the lot, which was record time. The "shack" is 50x100 feet in size, and represents more real business effort than many an Eastern business block of many times its size. For materials were hard to find in the early days after the fire, they were expensive, too, and labor was at a premium, which made it almost prohibitive in many cases. Its architect and builder was E. L. Malsbury, of the San Francisco Motorcycle Club, who, in addition to this, has several other records

Dealer Hopkins, in the order named, are depicted standing in the doorway.

Open Muffler Leads to Arrest.

L. H. Boyer, of Lawndale, Pa., probably is convinced that riding a motorcycle with the muffler open does not pay. He is under arrest, due to the frightening of a horse and a consequent collision between two wagons, two persons being injured in the accident. Boyer is charged with exceeding the speed limit and making excessive noise.

To Race on Newport Beach.

The city of Newport, R. I., which each year holds a series of automobile races on its beach, has set August 6th as the date of this year's sport and will include several motorcycle events. The latter have been placed in charge of B. A. Swenson, of Providence, the F. A. M. representative for the State.

The possession of a punctured tire is strong presumptive evidence of the use of bad language.

necessary clearance for the head. The comparatively long bearing length of the lugs in the piston enabled a sufficient amount of bearing for the gudgeon pin to be retained, despite the amount occupied by the nut. No trouble was experienced with the arrangement, and the extra bearing support afforded the collars prevented an early developing of play as had previously existed.

The Soldering of Aluminum.

The average mechanic will inform the seeker after information that aluminum can not be soldered. Nevertheless, new methods which their originators confidently claim accomplish the long sought for result are of such frequent recurrence as to deserve the term of "hardy annuals." There is no secret about these wonderful formulae—a new one is published at least once a year, so that it is just as easy to accept one version as another. He who would be certain of his ground in this respect might as well start by saying that aluminum cannot be soldered, and then proceed to demonstrate that it can be done by trying each of the many methods exploited in turn.

So much for soldering this most peculiar metal; an English founder now claims to be able to repair aluminum castings, something that has generally been conceded to be impossible up to this time. Hitherto, even the slightest crack in an aluminum casting such as the crank-case of the motor, has been considered a fatal defect which nothing short of renewal could make good while the old case went back to the scrap heap and in turn to the melting pot. The process is kept secret, of course, but should it prove practical it will doubtless be the means of saving much time and expense on this class of repairs.

Motor Minus Shafts and Cams.

Rather a novel form of gasoline motor working on the Otto cycle, but having no side shaft or cams of any description, was recently exhibited abroad. In this engine the exhaust valve is opened by a relay, which takes its supply from the main cylinder when a port is uncovered by the piston on reaching the end of its forward stroke. It will be seen, therefore, that unless the charge is fired the exhaust valve does not open, and the charge remains in the cylinder. This feature is made use of in governing the engine. The ignition is electrical, and the governor consists simply of a weight mounted on a spring attached to the flywheel. As the speed rises, this weight moves out under the action of the centrifugal force, and in doing so opens a switch in the ignition circuit, thus preventing the charge being fired. The latter remains shut up in the cylinder, as already explained, and is fired when the speed falls low enough to allow the switch to close. The spark is timed by a rod attached to the piston, which separates the contacts inside the cylinder.

Fred Hoyt is Reinstated.

Fred Hoyt, of Boston, Mass., who was suspended on charges of professionalism growing out of his appearance at the Chicago Motorcycle Club's race meet on July 4th, when he swept the boards clean, has been reinstated by the F. A. M. Competition Committee.

The circumstances surrounding Hoyt's case were most unusual. On purely circumstantial evidence almost any jury would have "hung" Hoyt. Without apparent reason and not being a man of affluence and being also a "purified" professional, he made a journey of some 1,500 miles and competed on a machine loaned to him by a manufacturer, leaving but one inference to be drawn. In the investigation conducted by Chairman Douglas, of the F. A. M. Competition Committee, Hoyt executed an affidavit admitting that while he did not pay his entry fees and did not own the machine he rode, he had received no money or promise of it, directly or indirectly. His then employers, the Napier Motor Co., also certified that Hoyt visited Chicago in their interests, that they paid his expenses and gave him permission to compete in the motorcycle races. They supplied the dates of his departure and return and the places he visited in their behalf.

As the charges emanated from Chicago and Milwaukee, Chairman Douglas left the decision to J. A. Turner, the Chicago member of the committee, who in the face of the evidence, could not but vote for Hoyt's reinstatement. Turner was absent when the papers in the case reached him—a fact which worked some hardship to Hoyt. The latter has since re-entered the employ of the Hendee Mfg. Co. and was in evidence at the F. A. M. meet in Rochester. He was anxious to compete in the championships, but as no word could be obtained from Chicago, he was forced to stand down. Unlike the general run of racing men, Hoyt accepted the hardship in good part and emitted not even a grumble.

Motorcycle "Slaughter" at Los Angeles.

The reorganized Los Angeles Motorcycle Club held its first event on Sunday, 8th inst.—a run from Los Angeles to San Bernardino and return, 140 miles. Although 110 miles short of the recognized distance of an endurance contest, the usual rules governing the latter were applied.

Without apparent reason the "mortality" was appalling. Although weather and roads were favorable, of the 46 starters but 27 survived within the time limit and of the 27 but 19 were credited with perfect performances. The latter were as follows: L. H. Morrison, V. L. Schott, Oscar Otto, M. Smith, G. G. Swinnerton, Allie Hamilton, V. Maple, C. E. Maple, P. Symonds, J. Boyd, W. Thompson, Fred Burnwood and L. Barker, all of whom rode Indians; J. A. W. Gates, W. C. Collins and D. R. Somers, on R-S's; F. Benkert and M. Re-

bout, on Brunettes, and C. M. Frink on a Wagner. In all there started 28 Indians, 4 R-S's, 3 Yales, 2 Wagners, 2 Lights, 2 Brunettes and 2 Puegeots.

Park Circles Race on Staten Island.

On Sunday, 15th inst., the Park Circle Cycle Club of Brooklyn, held a series of short road races on Staten Island, its members sharing the four events impartially with their visitors. In the one-mile handicap, the best event of the day, Charles H. Stein, of the hosts, with fifteen yards handicap, won from Louis J. Weintz, of the N. Y. A. C., and Victor J. Lind, of the Park Cycle Club, both scratch men, in a close finish. In the two-mile handicap, Arthur Rhodes, of the Century Road Club of America, won from 60 yards, over Weintz and Lind, both scratched, with H. Missner, of the Park Club, trailing behind from the 80-yard mark. Sam Barnett took first prize in the quarter-mile slow race, while Weintz took the one hundred yard dash. The summaries:

Two-mile handicap—Won by Arthur Rhodes, C. R. C. of A. (60 yards); second, L. J. Weintz, N. Y. A. C. (scratch); third, V. J. Lind, Park C. C. (scratch); fourth, M. Missner, Park C. C. (80 yards).

One-mile handicap—Won by Charles H. Stein, Park C. C. (15 yards); second, L. J. Weintz, N. Y. A. C. (scratch); third, V. J. Lind, Park C. C. (scratch); fourth, Lawrence Reynolds, Park C. C. (scratch).

One-quarter mile slow race—Won by Sam Barnett, P. C. C.; second, Mat Barnett, P. C. C.; third, Charles H. Stein, P. C. C.

One hundred yard dash—Won by L. J. Weintz, N. Y. A. C.; second, Charles H. Stein, P. C. C.; third, H. Missner, P. C. C.

Veterans to Hold Eighth Century.

Following precedent, the riders of Greater New York will hold what is to be known as the Veterans' Eighth Annual Century Run, in the second of a two-day outing on Long Island, planned for Saturday and Sunday, August 11 and 12. The main division of the riders will start on Saturday afternoon, going to Sag Harbor by boat, and running to Jamaica and back on Sunday, while a second contingent will meet at Fifty-ninth street and Eighth avenue, New York, on Sunday morning, riding out to Patchogue, the dinner stopping place, afterward returning with the main division, and thus qualifying for the century medals.

The reunion is in charge of those veterans, D. M. Adee, C. P. Staubach, J. T. Wall, H. E. Ducker, D. H. Lodge, R. A. Van Dyke, J. E. Castles, G. S. Sweet, P. Thomas, E. L. Ferguson and H. Von Rodeck. All the other old timers are expected to participate to the fullest possible extent and all riders, with or without club affiliations, are welcome to participate. Full particulars may be obtained of C. P. Staubach, 220 Broadway, or of D. M. Adee, 18 Cortlandt street, New York City.

EXTEMPORIZED A TANK

It Wasn't Much of a Tank, but it Saved the Motorcyclist a Long Walk.

It seldom happens in the course of a season's running that it becomes necessary, literally, to "feed the motor with a spoon." Yet the occasion sometimes arises, and when it does, it is well for the motorcyclist to be ready to meet it. This is the misfortune which befell one man on a lonely road, and how he overcame it.

He had been plugging along very comfortably for a while, long enough, in fact, to get well out of the reach of assistance, when suddenly and most unaccountably, the connection to the feed pipe became unsoldered from the tank and the precious fluid began to flow out into the road. Quickly dismounting, he stuffed his handkerchief into the break, and succeeded at length in stopping the waste, but what to do next, was something of a conundrum. Giving it up for a bad job, he trundled the mount two or three miles of dusty highway until he came to a farm house where he got, for a suitable consideration, a small bottle. He had hoped to find many things far more useful to him there, but his hopes deceived him and he had to put up with the bottle—an empty one, at that.

First of all, he pulled the handkerchief out of the hole in the tank, and managed to catch the remainder of his fuel in the bottle, which was well enough as far as it went, but did not seem to help him out of his dilemma, until the water container of his acetylene lamp happened to catch his eye. Removing this, he strapped it to the upper tube, over the tank, and connected it with the carburetter by means of a short length of rubber tubing which happened to be in the tool bag. Thus, having established connection with the carburetter, it was an easy matter to start the machine.

The container was so small, however, that it quickly ran dry and had to be replenished from time to time from the bottle. Getting home, a distance of ten or twelve miles, was not a simple matter by any means, as it involved dismounting every mile or so to refill the container from that blessed bottle. But despite the annoyance of the frequent stops, it was clearly better than walking, and the rider sailed home on the last few drops of gasoline, thanking his stars that it had been no worse after all.

Rhoda as a Cycle Thief.

Now that "Roaming Rhoda" has learned to ride a bicycle, cyclists of eastern Pennsylvania and Delaware will have to be more careful about leaving their mounts unattended and in tempting positions. Rhoda is a girl tramp, who hitherto has distinguished herself only by riding on freight

trains, and escaping arrest in her travels, which are extensive. On Friday, 13th inst., however, she took a fancy to a bicycle belonging to a small boy in Weston's Mills, N. J., and rode off with it. When she came to the freight house in George street, New Brunswick, however, she abandoned it for her old love, and took a "side door Pullman" instead.

Two of the Rochester Workers.

The brunt of the F. A. M. meet at Rochester fell on two members of the Rochester Motorcycle Club—Dr. C. W. LaSalle, chairman of the general committee, and W. B. Williams, chairman of the racing commit-



tee, both of whom are here pictured and who seem to show the effects of the hard work. Both rendered valiant service. They were here, there and everywhere and practically abandoned home and business during entire week. In the picture Dr. La Salle is standing at the right of Mr. Williams.

38 Complete End to End Run.

What, by reason of its popularity and in point of its rigorous performance, was conceded to be the greatest motorcycle event England ever has seen, was completed on Saturday, June 16th, when thirty-eight of seventy-three starters completed the six day's Land's End to John O'Groat's endurance trial. The distance is approximately 889 miles, and several mountain passes had to be crossed, despite which a close schedule was laid down, allowing for a maximum-minimum time, and necessitating an average rate of from fifteen to twenty miles per hour. Of those who finished, fourteen achieved perfect scores, and were awarded gold medals accordingly. Eleven others, having made 85 per cent. of the total score, received second award, while others who finished were given silver or bronze medals, according to their scores.

BEERS RESCUES VAILSBURG

Lawyer Obtains Control and Racing will Continue—Kramer to Ride.

Unexpectedly, the Vailsburg track has obtained a new lease of life. Edwin Beers, a Newark lawyer and an ardent sportsman, has thrown himself into the breach caused by the retirement of C. B. Bloemcke, and having obtained control of the track, he will continue to promote races each Sunday. He has selected Al. Guery as track manager.

The first meet under the new auspices will occur to-morrow. Champion Frank L. Kramer, who returned from abroad early this week, will appear, as also will a number of the pros who went on strike against the Bloemcke management.

"Walt" Wilson Killed in Auto Accident.

Walter W. Wilson, long identified with the cycle racing game, was instantly killed, and Louis Block, an old racing man, was seriously injured near Buffalo, N. Y., as the result of an automobile accident yesterday. Block was testing out a new car and had Wilson in the front seat with him. While traveling at a fast rate of speed Block swerved to pass a vehicle and Wilson, thinking the car would skid into the ditch, grabbed the steering wheel, with disastrous results, the car colliding with a telegraph pole. Wilson was instantly killed and Block was removed to a hospital with four broken ribs. Mrs. Wilson, who also was in the car, sustained injuries but will recover.

Wilson this year succeeded Abbott Bassett, as chairman of the National Cycling Association Board of Appeals, his first case being the reinstatement of Charles A. Sherwood as an amateur. He was one of the first members of the Board of Control, representing west New York State in 1899 and 1890; since that time he has been a member of the Board of Appeals. He was at one time president of the Press Cycling Club, a famous Buffalo organization in its time, and was one of the noted starters in bicycle races a decade ago. He leaves a widow and two small children.

Sues for Return of Fine.

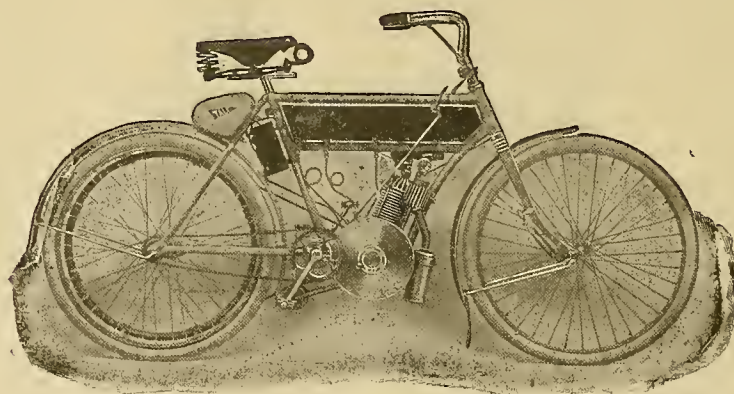
Because it is not specifically forbidden to ride a bicycle on a cement sidewalk by the city ordinances of Indianapolis, Ind., "Dan" Ruller has filed suit to vacate the judgment of a local justice of the peace who fined him \$10.40 for riding on a sidewalk in violation of the law. The law in question, in defining the offense of riding on the sidewalk, mentions almost every conceivable kind of pavement except cement. Therefore, as Ruller was riding on a cement walk at the time of his arrest, he claims the judgment was unlawful. In a similar case which arose some time ago, a dismissal was obtained on the same ground.

The Rain and Mud and Hills of the F. A. M. 390 Miles Endurance Contest Proved Convincingly

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HIS FIRST EXPERIENCE

He wasn't Looking for Excitement, but got it when he Tried an Ex-pacer.

"First experiences are often laughable and sometimes painful; I think my initial try at handling a motor bicycle were both and mainly the latter," said an old cyclist to a Bicycling World man, the other day.

"Circumstances could hardly have been more adverse, but then the adventure was not entirely of my own choosing. I had missed the last trolley car intervening between me and the two miles of road that led to the station where I had left my bicycle. Common sense plainly said 'get a horse' or 'hoof' the two miles and do the rest on the bicycle. The two miles were all up-hill, but over a beautiful macadam road; the 'rest' represented a stretch variously put down as anywhere from three to five miles of the most indifferent kind of cow paths with one very respectable bump to mount and its equal to descend on the other side. I have never wished for a coaster brake quite as much as in descending that hill for it not only turns sharply to the left at the foot, but there is a sand patch at the bottom just long enough to throw a man very neatly. There are few things that are more conducive to losing control of the machine than a plunge into one of these sand pits when going at a good clip. That's my experience, at any rate, and I suppose that tallies with the majority.

"But to get back to my story of hard luck. A friend who is in the automobile business and who is a keen motorcyclist, placed his machine at my service. He not only offered it but urged me to take it and my protests that I was afraid of wrecking it were of no avail. He was willing to risk the machine if I would take it. To tell the truth, I was more anxious about my precious neck and I really feared the beast for nothing else describes it. It was nothing more or less than a small two-wheeled automobile with all the disadvantages and none of the advantages of the latter. To me it was a monstrosity and I do not know how I ever allowed my ordinary stock of common sense to dwindle away to an extent where I could be persuaded to get on the thing. It was an old Orient pacing machine and struck me as about the most unwieldy mass of machinery that I had ever laid eyes on; about five feet long, with a motor big enough to run a trolley car and a pair of wicked looking handle bars extending the whole length of the machine to the dinky little saddle perched right over the rear wheel that had a tire big enough for an automobile. It is still the greatest of mysteries to me how I ever screwed up enough courage to attempt to manage it in the open street, much less on the dark back roads where a man would lie all night without the faintest chance of being found, if he happened to meet with an accident.

"But my friend was pressing. It was

simpler than the proverbial falling off a log according to his way of putting it and a local 'butter-in' assured me that it was only necessary to sit in the saddle and guide it. If I knew how to ride a bicycle that was all that was needed. All you had to do was to jump on and be off. And my friend took pains to tell me I would be home in two minutes—the machine was capable of doing a mile a minute. Ten miles an hour is a dangerous pace on those cow paths in the backwoods and I was more interested in learning how slowly it would travel than how fast. 'You can slow her down to a walk by reaching over and lifting this little lever,' I was assured. 'Here is your spark advance and retard and you can make her go as fast as you like with this and here's your gasoline,' was also added. The stretch that was implied by 'just reaching over' gave me fresh qualms. From the saddle on the rear wheel nothing less than a 'boarding house' reach could bring that exhaust valve lifter into your hand and as it moved forward it was necessary to stretch still more to operate it. I suppose it did not present special difficulty to an experienced rider, but once it got out of my hand it meant a stop and a new start every time, for I had to cling to one end of that horribly awkward handle bar at the same time and that meant a swerve into a rut and off I dropped. But I'm anticipating. The switch consisted of an ordinary split pin or cotter which might or might not shake out on the road, as fortune favored, so I was handed two or three of them by way of replacement. I ran up and down the road with an interested audience looking on, but she never popped. Her owner took the recreant in hand with no better result; then he jiggled the split pin in its socket and with a banging audible a quarter of a mile distant he ran up and down the road a few times to show how easy it was. The delightful looseness of the various parts of the machine of which the current switching arrangement was a sample, certainly did not go a long way toward encouraging me, but I had gone that far and thought I would go the rest. I had a couple of small packages that I was anxious to take home that night, but I left them behind and, stripped of everything else superfluous, started off. I thought that young road roller was a ponderous piece of machinery when I first took hold of it, but before I got through it seemed to me it weighed a ton.

"However, I ran her along a few paces, managed to flip the exhaust valve lifter into place and get into the saddle with some degree of neatness. She started off with a roar like a six pound rapid fire rifle and being so close to the scene of action was not altogether pleasant at first. Going slowly every explosion sent her ahead with a jerk just as if she were being fired out of a gun and that was most disconcerting. I was scared, and anyone could have seen it if it hadn't been dark. I forgot to mention that the machine had no brake of any

kind. You had to reach your foot from that extreme rearward position to the front fork and jam it there on top of the tire. If you didn't happen to come pretty near the six foot mark and all legs you couldn't do it. This was not reassuring by any means, particularly when I thought of those hills with the bad places at the bottom.

"Well, she kept a banging and I held on so that almost before I knew it I had run out of the side street, past the assembled line of yokels standing on the the village main street and had turned into the street leading up the long hill to the station. So far so good, but the hill was just ahead and I cautiously let go one end of the handle bar and reached for the spark advance lever. I couldn't find it at first and when I did I shoved it the wrong way and almost brought matters to a sudden standstill. A quick jerk in the reverse direction made things worse for she jumped ahead with a roar and again a scrape along the road seemed perilous near. Then I got it into the proper position and advanced it with more regularity and less precipitation. The engine picked up beautifully and took the hill in fine style. I had no light of any kind, but it wasn't altogether a necessity for people could hear me coming a long way off and I managed to steer clear of the few carriages I met. My passing disturbed the horses and their owners considerably more than avoiding them bothered me, for the way the brute barked was something frightful. I don't know whether it had a muffler on or not, and haven't looked to see since.

"The hill was so steep that the machine could not get up a great deal of speed so that made it comparatively plain sailing; all I had to do was to hold on and steer as I had been told represented the whole art of riding a motor bicycle. The two miles of uphill road were covered in such good time and things seemed to be going so finely that reason was not uppermost when I reached the hotel where my own bicycle was stored. I could run the heavy machine under the horse shed and complete the distance on the bicycle without any trouble or danger and that was what common sense dictated, but judgment was not in the ascendant. The ease with which I manipulated the exhaust lifter to slow her down in order to cross the string of tracks at the station was encouraging and once on the other side I let her out a bit. I have ridden pretty fast in automobiles and in railway trains, but it seems to me fifteen miles an hour on a motor bicycle gives one a greater sense of speed and exhilaration than sixty in almost any other way.

"For about a mile the road was good with but slight grades and few turns, but even there the unexpected shock resulting from a drop into a rain gully gave me an inkling of what was in prospect on the poor going further along. A patch of sand at a crossing where I bade farewell to the good road all but unseated me and caused the cold perspiration to break out all over me. It

was but a forerunner of what was to come and when finally I did reach home I was soaked through and practically a nervous wreck. There is nothing quite so intensely black as the darkness of a stretch of woods on a cloudy night in summer. It was like plunging into the end of a submarine tunnel and the cold, damp air that stays in such places striking on my hot face added to the illusion. Those roads are exactly one tread wide, no more or no less, though sometimes they are so narrow that the spokes of the carriage wheels pick up dead branches lying along the side. With true farmer-like wisdom, no one in that section is ever guilty of carrying a lantern when driving at night and a horse and buggy make mighty little noise on a soft dirt road. What would be the result if I met anyone suddenly on one of those stretches while going at speed may better be imagined than described. Fortunately for me I didn't.

"The alternate ruts, holes and rain gullies with an occasional patch of deep sand were most nerve racking and made frequent wild grabs at the exhaust valve lifter imperative. It was impossible to run the machine slow enough on the level without doing this. And it was not a case of reaching out indiscriminately, for the top of the cylinder was unpleasantly hot—you had to pass your hand across the top of it to reach the handle that hung way forward and then pull back and downward—the whole operation was conducive to dragging the side of your hand across the top of the cylinder. But one experience was enough; I felt for it in the dark pretty gingerly after that and fear of getting burned if I didn't catch it right and of being thrown off if I didn't do it without delay, certainly added not a little to my trials and tribulations.

"My real troubles began when I approached the steep hill I was telling you about. It isn't very long, but it goes straight up—entirely out of the question for a bicycle even if the surface was good, which it isn't. There's a nasty turn at the bottom of it and a thick patch of woods right at the same place, but the prospect of pushing that locomotive over that rise was not pleasant, so I decided to rush it as much as I could. I did, and—well, it's all kinds of a wonder that I'm here to tell the tale. I hugged the left hand side of the road so as to have as much room as possible in which to turn without dropping into the woods and that was my undoing. I was going along like a traveling Fourth of July celebration with every nerve alert to take the curve properly and hoping by all that was holy that there was no one coming down the hill just then. Lickety split, bang, bang, bang, I went along faster than I had ever run the machine on the good road. Just what happened then it took me some time to find out, for when I finally picked myself up from a soft spot in the bushes some few feet away from the road, I was wet from head to foot and couldn't make out at first

whether I had been perspiring by the gallon or was bleeding all over at once. I wiped my face off—it was nothing but muddy water and lots of it. Then I remembered. It had been raining the night before and going full tilt I had run into a very deep rut about thirty feet long by a foot wide and filled with water. I was wet and muddy all over. After nursing sundry trivial bruises which might have been far worse, I walked back to where I had soared from the machine; the front wheel had turned square across, which explained my sudden flight. I looked it over and found that nothing had suffered but the improvised switch. I had more cotter pins in my pocket, so that didn't worry me any.

"It was absolutely out of the question to start the machine on that incline as it took all my strength to push it at all. My, what a task it was to shove that monster a hundred yards! I was absolutely exhausted when, after toiling inch by inch, I finally reached the top and dumped it in the middle of the road to sit down and rest. My thoughts were not cheerful; one badly burned hand, one suit of clothes and considerable loss of nervous energy and strength represented items that would not have been incurred had I listened to the voice of reason and substituted the bicycle at the proper time. It was too late for regrets then, so I picked up the brute and pushed ahead; I was so tired that I could hardly get enough headway on the machine to get an explosion, but finally fortune favored me. The road on the top of the ridge was fair and I covered the half mile or so in good time, but the first taste of the descent on the other side made me shiver and it was with a great feeling of relief that I hopped off safely. Holding that road roller back on such a hill was fully as bad as pushing it up and I had to have another rest to consider matters before remounting at the bottom. There was but one obstacle between me and home—a hundred yard strip of deep sand on a slight up-grade. If I could get through that the rest would be easy. I started off at the first trial, negotiated a bad corner in good shape and let her out to rush the sand strip, but the fates were against me. There were so many ruts and bad places intervening she had no speed left when she got to it, for I had to resort to the exhaust lifter to save falling. Scarcely ten feet after entering it the motor 'died' and that meant push. Neither up-hill nor down-hill pushing are in the same class with soft, deep sand. I struggled along a few feet and had to give up the task. I knew the strip was hardly more than one hundred yards long and could almost tell where it ended by the changed color of the road, but progressing inch by inch was too much for me. The machine seemed to go deeper every foot. I was only ten minutes' walk from home, so in despair I finally dragged the machine to one side, dumped it in the

bushes and tramped the rest of the way, arriving there a mental and physical wreck. Dinner and a bath brought comfort, but bed was the only place after such an exertion.

"How did I get the machine back? If I hadn't been under obligations to return it I think it would be lying in the bushes still. But as it was I hired a farmer and his team to truck it to the station the next day and telephoned its owner to come for it if he wanted it, as after my experience I would not tackle it again even on a good road."

Johannesburg as a Cycling Center.

Not long since it was thought that the City of Nuremberg, Germany, was the proud possessor of the record where the number of bicycles in use in proportion to the total population is concerned, there being no less than 30,000 bicycles registered, the census crediting the city with 300,000 people. Now Johannesburg, South Africa, arises to protest, and from the figures brought to bear on the subject it is evident that the German town is merely an also ran; it is not in the same class at all. The South African center's population is given as close to 160,000 in round numbers, of which about 85,000 are white and 75,000 "colored," which probably means all colors but white. In this number there are 27,473 bicycles and 276 motorcycles or practically double the German city's showing. These figures are taken from the official records, as there is a law compelling the licensing of bicycles, but as it is not said to be strictly enforced, the total referred to above would probably be considerably increased if the number not complying with the law could be ascertained. The license fee is about 60 cents a year. The number is carried on a brass tag bolted to the machine and it is also stamped on the seat pillar clip. Whenever a change of ownership takes place notice must be given to the authorities. So many natives now ride bicycles, however, that a pessimistic cry has gone up that the whites are likely to cease riding.

Most Strenuous of all Cycle Contests.

That an automobile of 25 to 50 horsepower should be capable of being driven on an average of 75 to 100 miles a day and cover 1,200 miles in the course of a fortnight, allowing for periods of rest for the driver, is acclaimed as something marvelous and extraordinary. But it is a feat that dwindles into insignificance when compared with the task undertaken by the bicycle riders competing in the annual Tour de France which started a fortnight since. A total distance of 2,780 miles has to be covered in thirteen days riding time, or rather racing time, for it is a race every foot of the way. The average daily run is the very respectable stretch of 210 miles, while on one day the task is set at 290 miles. It is a test of endurance such as only the human machine is capable of.

TESTS WITH ACETYLENE GAS

Amateur Experimenter Says it Greatly Increases Power—His Trials and Conclusions.

Although his motor may run beautifully, and develop all the power which can in reason be expected from it, it is safe to say that no motorcyclist exists who could not use a little more power than it yields, even though in general he may have no fault to find with it. That being the case, all riders are interested in the news which develops from time to time of experiments which are being conducted with different sorts of fuel, with an eye to increasing the power without increasing the size and bulk of the motor or increasing its complication. Among these reports, are mentioned the results to be obtained from the use of acetylene gas, which make it at first appear to be a most promising vapor for the purpose.

The chief difficulty in its adaptation appears to be that of the timing of the ignition. For the gas ignites so much more rapidly than does the ordinary gasoline vapor, that the common adjustment of the machine will not work at all well. In a recent article appearing in a foreign journal, an amateur investigator gives the result of some of his own tests, which bare upon this very point.

"It is only a question of the time taken to fire the charge where the advisability or not of using acetylene comes in," is his conclusion of the matter.

"If the engine revolves 2,000 per minute, the firing stroke occurs 1,000 times per minute, and its length is 1-2,000 minute, or .03 second. Acetylene at the same initial pressure—four atmospheres—takes about .01 second. Therefore the acetylene fires three times as quickly as the petrol, hence the spark must never be advanced over the dead point, as is done now with petrol.

"I have found it difficult to start the engine firing when using acetylene, as it often fires too soon for the speed and pulls it up, but if started on a hill and the gas then admitted it fires beautifully but very forcibly. The strange part is, however, its fickleness, since I ran for three hours on a recent Monday with it, but on the Thursday following I only obtained two frightful bangs after half an hour's hard pedaling, one of which burst the silencer.

"Acetylene gas deposits a considerable amount of moisture in the engine, making the plug quite wet. This I found to be a good feature, as after a little time this took off the sharpness of the explosions, owing no doubt to the presence of a small amount of steam. The odors given off in an enclosed building are suffocating, and liable to cause nausea and headache.

"In conclusion, though I have tried this gas in a 3½ horsepower engine as well as a 1¾ horsepower, I should be rather diffident about using it in heavy engines with a high

compression, owing to the difficulty of getting up speed enough to make its use safe."

A later report, however, shows that in combination with either kerosene or gasoline, more practical results are derivable. With the former he finds it advisable to supply a certain amount of artificial heat, which is not always an easy matter to accomplish. As to these later results, he says:

"A very good combination is derived from using acetylene in conjunction with either petrol or paraffin. If paraffin is used it must be warmed when passing through the carburetter, as if used cold the engine stops. The 1906 Quadrant motor bicycle, which has many refinements, has a hot air pipe from the silencer to the carburetter, and when the tap is open the paraffin becomes sufficiently warmed to fire. Whether using paraffin or petrol I found a decided advantage in admitting the acetylene gas in either of two ways—first, through the extra air inlet provided with the motorcycle sizes of the Longuemare carburetter; and, secondly, via the lower air intake at the bottom. This plan I think is the better, as then the gas has a fairer chance of mixing with the petrol mixture before entering the cylinder. A nozzle can easily be fixed in this position, which directs the stream of acetylene gas to the gauze over this intake, whence it is sucked into the carburetter. I use a flexible rubber tube attached to this nozzle and affixed on to an ordinary lamp generator, which, if opened sufficiently to give a moderate flame in the lamp, will supply enough gas to make a marked effect in the power. This is not the same as giving a stronger petrol mixture, because, as I pointed out before, the character of the respective explosions is different.

"When once the engine is running better effects can be obtained by using paraffin, because it is somewhat more powerful, and, what is more important still, the time of inflammation is slightly greater, which serves to counteract the sharpness of the explosion from the acetylene. Still better results can be obtained by mixing a little water or water and vapor with the charge, as this makes the explosion more of a push. This, however, I cannot describe now, as it is a somewhat lengthy process.

"Considering that the best petrol engines of the present time only give about fifteen per cent. mechanical efficiency, there is evidently a very wide scope for improvement in this direction. If indicator diagrams are examined a great contrast is observed between those of the internal combustion engine and the steam engine. In the case of the internal combustion, one might say, speaking loosely, that it is only the first half of the explosion stroke which is of value, since the force due to the latter portion is in many cases almost a negligible quantity. Now, if we can maintain a high pressure on the piston head all through the stroke, we should gain an immense

amount of additional power from the same sized engines as are use now, and this would be of greater benefit to the motorcycle than any other motor vehicle, since engines of corresponding power might be made smaller and lighter as their efficiency increases. If an ideal fuel can be discovered for use in these engines the progress of this industry will be far more rapid even than it has been in the past."

The Causes of Rust.

It was formerly believed that the reason why iron exposed to the atmosphere rusted was because it simply oxidized. Afterwards it was suggested that the first stage in the rusting of this metal is the production, under the influence of carbonic acid, of ferrous carbonate, which is afterwards converted into rust. Five years ago, however, Prof. Dunster put forward a new explanation. He thought that pure oxygen in the presence of water attacked the iron, giving rise to ferrous oxide and hydrogen peroxide, and that a portion of the latter converted the ferrous oxide into rust, while the remainder directly attacks the iron, causing a fresh quantity of ferrous oxide, when this is again oxidized in a very similar way.

Dr. G. T. Moody has shown that if very special precautions are taken to exclude all traces of carbon dioxide, then iron may be left in contact with pure oxygen and water for many weeks, without undergoing any change. In one of the experiments thirty times as much oxygen as is required to convert the whole of the iron into oxide was passed during the course of a few weeks, but there was absolutely no rust. But if the air were not freed from carbon dioxide, rusting commenced at once, and in seventy-two hours the whole of the metal was corroded. There would seem no basis, therefore, for the assumption that iron can be caused to rust by pure water and pure oxygen only.

Too Ready Use of the File.

It is just as well not to be too ready with a file in attempting to set things right about the mount. This applies particularly to the needle of the carburetter. In any but skilled hands a file is more apt to prove the means of destruction than repair, so that when it looks as if the needle of the carburetter jet did not seat well, it will prove to be by far the better part of discretion to let well enough alone until the proper facilities are at hand to effect the desired change.

A file appears to be about the simplest tool to handle that could possibly be devised but not one man in a hundred who has not had previous experience in its use can file a true surface. As to achieving the perfect symmetry requisite in the carburetter needle, that is asking too much. Nothing short of a lathe will do it and a few minutes with a file on such a piece will mean an entire replacement every time.

Bustleton in Pennsylvania

is not a very large place, but its inhabitants appreciate the value of bicycles and know how to add to their pleasure and their safety, that is, by equipping the bicycles with coaster brakes. That they are discriminating in their choice and that use has proven the wisdom of their choice, let the following bear witness:

We the undersigned all ride the Morrow Coaster Brakes and find them very satisfactory. We wish to state that most of these brakes have been run from three to five years and have given entire satisfaction both as to running and wearing qualities.

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J. R. HARVEY
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JOSEPH S. LETTERER
HOWARD SEES
FRED. K. MURRAY
ARCHIE DANIR
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WM. L. McMILLAN, JR.
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CHRIST BERLER
CHESTER W. ADAMS
HARRY S. TOWNSEND
GEORGE A. MURRAY
ROBERT MURRAY

MILE A MINUTE BICYCLES

They did not Happen as Outlined, but the Prophecy was Quite Specific.

It is both interesting and amusing to look back and recall some of the startling prophecies that were being made for the future of the bicycle about a decade and a half ago. As is the case with everything radically new or novel, the majority of them bore their own refutation on their face; others were so manifestly absurd that on the principle of things going contrariwise they stood some chance of being fulfilled while yet others were so commonplace that they never have materialized and in all probability never will—in short, so many and so diverse were the tall things that were to be accomplished by the bicycle that it would be impossible to begin to catalogue them all.

One that became current about fifteen years ago was to the effect that sooner or later the "mile a minute" bicycle would be evolved, and, of course, at that time the motor bicycle was but a dream. The "mile a minute" rider apparently was not thought of—the machine must be created first and once achieved, it would be possible for any rider of speed and endurance to cover miles at the rate of 60 per or better. Once this embodiment of the perfection of mechanical efficiency were to become real there would be no telling to what giddy heights of speed it could attain and even two miles a minute did not seem outside the pale of possibility. The amusing part of it all was that none of these things were to be forthcoming until the design and method of power application of the prevailing type of bicycle were to undergo a radical change.

How ingrained this notion was may be realized from the reproduction of one of these prophecies which appeared in '94 under the title of "A Great Problem for Modern Science and Invention to Solve." "Within a few years bicycles will be invented upon which racers will achieve a speed of a mile a minute," it starts off and the same idea prevails throughout. The capabilities of the safety type which has fortunately survived all attempts to revolutionize it were apparently never taken into consideration. "Such bicycles must be a radical departure from the present style because the present style depends for its driving power upon the legs with only partial and indirect assistance from the powerful muscles of the body and arms," it continues, then going on to show why the limit of speed obtainable by leg power alone had already been reached.

"Constant training has reached about the acme of power that can be so developed, and improvements in the bicycle cannot reasonably be expected to achieve much greater speed without the development of

more power. But the human body possesses sufficient power—if it can be utilized—to drive itself on a bicycle at a speed considerably faster than a mile a minute. The direction in which invention must search for greater improvement in bicycles is the construction of a machine that will enable the rider to utilize for propulsion a larger percentage of his whole muscular energy—that will utilize the combined strength of legs, arms and trunk. Already there are some tentative experimental inventions in this direction, but none that appear to be based upon scientific experiment and study." These experimental machines must have gone the way of all things of their kind, for it would doubtless be difficult to find any of them at the present day even in a



NEW YORK BRANCH 214-216 WEST 47TH ST.

museum."

Then continuing along the same line this false prophet, for such time has proved him to be, says: "Nature has so designed the human frame that nearly all the work it is called upon to perform is exerted through the legs and arms. From the earliest stages until the present, machines have been invented, designed to effect work, that make use of only such forms are exerted through the arms and legs. Most machines use only the arms. The bicycle is the most wonderful of modern inventions because it uses the much superior power of the legs and feet, whereas most other machines use only the arms and hands. There is one familiar mechanism that uses the legs, arms and body with more or less efficiency. This is rowing, especially with the modern sliding seat. But there have been no scientific observations recorded to show how much has been gained by this device.

"The motion when the weight and bulk of the trunk are involved, is necessarily

slower than that of the arms alone. Naturally the power of the arms may be developed to its acme with great speed of motion; that of the legs with less speed; that of the trunk with very much less speed. To combine the powers of all to good advantage needs a device that will permit the trunk to move slowly, the legs faster and the arms still faster, and yet all act in unison and rhythm. It is a mechanical axiom that the power developed is the product of the speed multiplied by the effort applied. To ascertain whether the bicyclist does not develop as much propulsive power from the quick action of his legs alone as does the rower by the slower action of legs, arms and body, it is necessary to accurately measure how many foot pounds a cyclist develops in five minutes and how many are developed in rowing in the same time, and these comparisons must be made in many instances to obtain a presumptive reliable working average. Also various other devices should be tested and carefully investigated with a view to the selection of that one which will most effectively and naturally utilize more of the muscular force of the human frame. When a mechanical device is obtained through which the most force may be developed, then the problem will be to apply such a device to the propulsion of the bicycle." From present indications it would appear that the problem thus outlined were no nearer solution now than it was then.

But the prophet was not discouraged for he goes on to show just how the result was to be brought about. "It is, I believe, along this line that the inventor must study who is to achieve the bicycle of the future upon which a speed of a mile a minute may be common among champions." He says: "Success is not likely to be won by tentative guess work, but through careful, accurate and exhaustive scientific study and experiment. It may be a divided task. Scientists may perform the preliminary work of ascertaining how great an amount of force human strength may develop through known athletic exercises, using mechanical appliances and also testing new devices in the gymnasium. After such experiments have shown or indicated what mechanical forms utilize the most muscular power, the inventor will only have to design mechanism that will apply such methods to bicycle propulsion."

But that is not all by any means, for "If an inventor can design any mechanism by which the cyclist can use one-third more of his whole physical force for propulsion within a given time than he does now, no doubt he will be able to ride one-quarter or one-fifth faster. If he can utilize double the physical force that he now uses he can ride nearly two-thirds faster." These comparisons, it may be added, were based upon the performances of Zimmerman, who was then carrying everything before him.

"There is a mechanical paradox here," he

goes on. The general rule is that resistance increases in proportion to the square of the speed, hence it requires four times as much power to double the speed. In bicycle riding the cyclist already uses more than double the power necessary to produce the speed, but most of his energy is wasted in moving the weight of his own limbs. Therefore, if he could have a better mechanical appliance he might utilize three times as much power for propelling the machine and yet not exert more than double the amount of his physical force. Theoretically the human body possesses muscular force enough to drive it against the resistance of the air and the friction of the machine at the rate of a mile in about half a minute. There is, therefore, margin enough to obtain a practical result of a mile a minute, if only half or two-thirds of the reserve muscular power can be utilized and the waste be diminished by half at the same time. Merely diminishing the waste half would probably nearly accomplish the desired result, for this item at present is more than half of the whole power exerted.

"To accomplish either a great diminution of waste, or to add largely to the power that can be put forth, requires radically new machinery—utterly unlike any mechanism at present employed in bicycle construction—a new mechanism based upon a careful study of the physical powers of the human organism, and how to utilize all or nearly all its forces to advantage in bicycle propulsion."

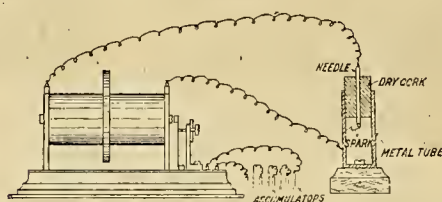
Though confident of its accomplishment in the fullness of time, it is evident from his concluding words that the prophet did not expect to see the day, for he says: "A more difficult, complicated, radically new problem has rarely, if ever, been presented for invention to solve. But as it is within the compass of human endeavor and certain of a magnificent reward, it surely will be achieved."

Fuel feed piping should invariably have a coil or bend placed in it to permit of a certain amount of working between the motor and carburetter. If this provision is not and the trouble will be practically incurable until the requirement has been satisfied.

WASTAGE OF POWER

Things that Indicate the Wastage and an Interesting Experiment.

Despite the amazing results achieved in recent economy tests in the matter of mileage and fuel consumption, a matter of absorbing interest to every motorist is raised by an Englishman by the question, "Do we waste petrol?" Translating the last into



gasolene the experiments he conducted would appear to answer the query in the affirmative. To ascertain in an offhand manner how much gasolene, or rather how small a proportion of fuel was actually required to cause an explosion, a piece of metal tube closed at one end was taken. A needle was inserted through a cork so that its inner end projected into the open part of the tube and the latter was closed with this improvised spark plug. The high tension terminals of an induction coil having a capacity of bridging a five-inch gap were connected to the tube and needle as indicated by the accompanying sketch. This completed the testing apparatus as scientifically accurate results were not looked for.

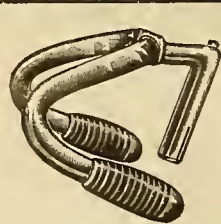
The smallest possible amount of fuel was put into the tube, this being accomplished by dipping the finger in gasolene and allowing it to evaporate almost entirely and then rubbing the inside walls of the tube with the finger. The cork was violently blown out immediately upon closing the circuit through the coil, and what is far more interesting, this performance was repeated by simply replacing the cork and switching on the current, it being ascertained that as many as four explosions, apparently all of about the same power, could be obtained from the one microscopic charge of gasolene mentioned. This would

appear to demonstrate that a charge of gasolene vapor and air is capable of being partially exploded, and that the combustion of the remainder is prevented by the violence of the explosion itself, but that if the spark were repeated a second, third and usually a fourth explosion, all of them of considerable force, could be obtained.

To a certain extent this is a theory that has been upheld for some time by the advocates of both the jump spark and the make and break systems of ignition, the former owing to the succession of sparks that take place as the result of the high rate of speed at which the trembler makes and breaks the circuit, and the latter on the theory that the much larger and hotter spark caused by the hammer and anvil of the low tension system is better capable of completely consuming the charge. Judging from the results of the experiments alluded to, the contentions of the advocates of the jump spark would appear to be substantiated in that it is not the amount of fire, provided the latter is sufficient to ignite the mixture, but its repetition that increases the efficiency.

It would further seem proved, at least tentatively, that the exhaust of the average engine as it issues from the muffler is still of an explosive nature—more so in some instances than others, of course, which explains the strong smell of gasolene noticeable from some cars. And that the only thing preventing the explosion of this wasted fuel is the fact that it is no longer combined with air in the proper proportions to constitute an explosive mixture. This indicates that the full value of each charge of mixture drawn in by the piston is not utilized, but that a certain proportion of the fuel is constantly being wasted despite the existence of ideal conditions in every other respect. Further research and more accurate experiments on the subject should certainly prove of real interest and would in all probability lead to a better knowledge of the phenomenon taking place in the cylinder.

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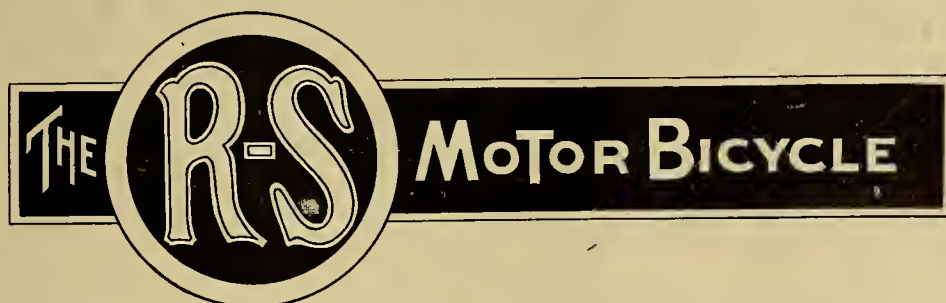
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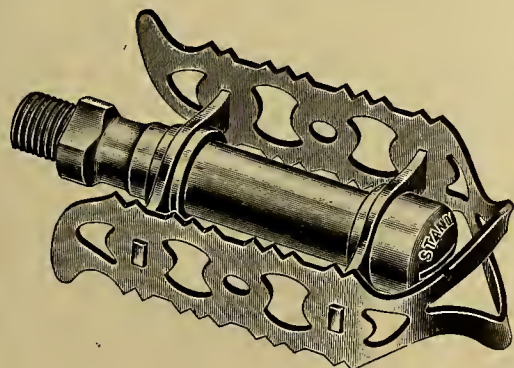
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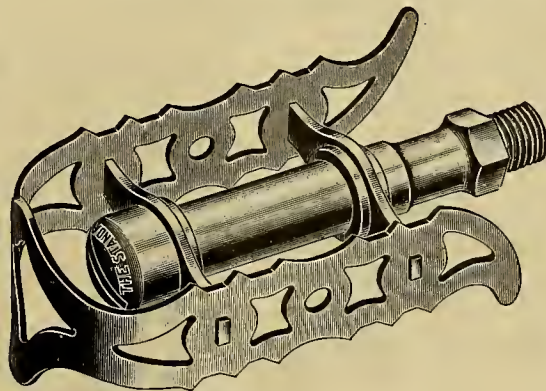
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For Every Man Who
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They are Pedals
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QUOTATIONS ON REQUEST.

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Makers also of Standard Two-Speed Automatic Coaster Brake, and Star and Sager Toe Clips,
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Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

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Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, July 28, 1906.

No. 18

MAKERS DEFINE JOBBER

After Many Years, they Formally Declare
"Who's Who"—Publicity Committee
Renders a Report.

No longer will it be necessary to ask that well-worn question, What is a Jobber?

At last, and after many years of asking, the cycle manufacturers themselves have answered the good old interrogatory. They did so at the meeting of the Cycle Manufacturers' Association, at Atlantic City, on Wednesday, when by formal vote a jobber was declared to be:

1. A merchant who buys bicycles.
2. Pays his bills as agreed.
3. Issues an annual catalog.
4. Has regular travellers continuously in his employ.
5. Sells to dealers.

It is probable that the same definition will be adopted by the Cycle Parts and Accessories Association.

The C. M. A. has completed the list of those whom its members will recognize as jobbers and no additions will be made thereto until they have been passed on by the committee in charge and approved by the association. This committee consists of F. C. Gilbert, Pope Mfg. Co.; W. F. McGuire, Consolidated Mfg. Co., and W. G. Shaack, Emblem Mfg. Co.

As usual, the meeting of the association had been preceded by a number of important committee meetings, the doings of which were not made public.

At the general meeting the adoption of the jobber-definition was the most important transaction.

The C. M. A. publicity committee reported through its chairman, Harry Walburg, who stated that the joint committee—the other half representing the C. P. & A. A.—after mature deliberation, had finally decided that the bureau should commence work on Sept. 1st next. In addition to the amounts previously pledged, Charles A. Persons had devoted the month of June to supplementing the committee's work and a material increase of available funds had

resulted. On this subject Chairman Walburg referred to the new plan of raising funds which is under consideration. He said:

"The committee has been endeavoring to adopt a scheme to be effective within a short time, whereby the ratio of expense to carry on the work of this Publicity Committee can be apportioned directly in accordance with the character and the value of the business done by the firms represented in this association, and outside of same, who are interested in the promotion

(Continued on next page.)

D. & J. Hangers on Hudsons Only.

Henceforth the well-known D. & J. crank hanger will not be obtainable in the open market. Its makers, the Hudson Mfg. Co., Hudson, Mich., have discontinued its sale to other manufacturers and to jobbers, and will reserve the hanger as one of the good things to be obtained only by the purchase of a Hudson bicycle. They will use it exclusively on their \$40 and \$50 models and "feature" it more conspicuously than ever.

Mail Order Firm Acquires a Factory.

It is currently reported that Sears, Roebuck & Co., the big mail order firm, have acquired control of 51 per cent. of the stock of the Davis Sewing Machine Co., Dayton, Ohio. The Davis people had about decided to discontinue the manufacture of bicycles but apparently the deal with Sears, Roebuck & Co. has induced a change of mind; at any rate, it is known that orders have been placed for materials for 20,000 bicycles.

To Make Tire Filling in Maine.

The Maine Elastic Tire Filling Company, Portland, Maine, has been incorporated under the laws of that State to manufacture filling for pneumatic tires. The capital is \$10,000. J. J. Borge and E. G. Hagge, both of Portland, are respectively president and secretary of the company.

Japan to Raise Duty Again.

In October next, Japan will add another five per cent. to the duty on bicycles, which will then stand at 40 per cent. Five years ago the levy was but five per cent.

OLD OFFICERS RETAINED

Accessory Association Re-elects Crosby and
his Colleagues—Large Attendance at
the Seaside Meeting.

The meeting of the Cycle Parts and Accessories Association at Atlantic City, which occurred on Wednesday, was in the nature of an annual meeting and the chief business was, of course, the election of officers. The organization quickly decided that it could not do better than to make each of the incumbents his own successor and this was done with hearty unanimity. The official roster stands, therefore, as follows:

President, William H. Crosby, The Crosby Co., Buffalo; vice-president, Charles A. Persons, Persons Mfg. Co., Worcester, Mass.; treasurer, W. J. Surre, Corbin Screw Corporation, New Britain, Conn.; secretary, H. S. White, Shelby Steel Tube Co., Pittsburgh, Pa.

President Crosby reported that the association had prospered in every way and was increasing in strength and influence with the days.

Those present were W. H. Crosby, The Crosby Co.; F. J. Waters, Chicago Handle Bar Co.; C. F. U. Kelly, Continental Rubber Works; W. J. Surre, Corbin Screw Corporation; Theo. Wiegeler and G. J. Bradley, Diamond Rubber Co.; R. D. Webster, Eclipse Machine Co.; L. M. Wainwright and C. W. Hatch, Diamond Chain & Mfg. Co.; E. H. Broadwell, Fisk Rubber Co.; J. W. Gilson, Hartford Rubber Works Co.; W. A. Judd, Leland Mfg. Co.; Charles E. Weaver, Kelly Handle Bar Co.; D. C. Spraker, Kokomo Rubber Co.; A. I. Philp and R. G. Kennedy, Morgan & Wright; Frank Mossberg, Frank Mossberg Co.; J. B. Tucker, Mutual Rim Co.; Charles A. Persons, Persons Mfg. Co.; F. W. Walters, Pennsylvania Rubber Co.; H. S. White, Shelby Steel Tube Co.; W. S. Gorton, Standard Welding Co.; Thomas Heller, Standard Roller Bearing Co.; D. S. Troxel, Troxel Mfg. Co.; B. S. Keefer, The Standard Co.; E. V. Hill, Worcester Pressed Steel Co.; W. H. Hoagland, New Departure Co.

OLD OFFICERS RETAINED

(Continued from preceding page.)

of the bicycle industry. This new scheme of taxation, which we think it is safe to denominate same, will place the burden of supporting this committee in an equitable manner, distributed on a careful basis of calculation among all those parties which are directly and indirectly interested in this work. We believe it is not necessary to further dwell upon this matter at this time." Continuing, Mr. Walburg said:

"While it may appear that the committee have not taken up this matter as actively as might be expected, it has had the very careful consideration of the entire committee, and, as a result, a decision was reached that no expense should be incurred, nor any direct effort made until about Sept. 1st.

"The chairman wishes to speak one word to the members here assembled regarding the work of this committee. We shall have to ask of all the parties who have pledged their support to this movement, to give the committee their hearty co-operation. There are possibilities in connection with this matter, which, if they are worked out harmoniously will, without doubt, effect results which will be surprising to everyone interested. You have pledged your money to support the committee's work. Do not stop there. It is your money that we are spending, and while you have given it into our hands, as the problem is to so spend this money as to work for each and every one of us the greatest possible gain, you must remember that the work is new, to a certain extent the scheme is untried, and the only way in which we can do this work and meet with your approval is to receive your support. Let me ask you, using common language, 'Do not knock! Use your energy to boost the thing along,' and if you will only do that, remembering that the committee are your servants in this matter, it will be much more effective than in any other possible way."

After electing D. P. Harris, New York, to membership and deciding to hold the next meeting in Toledo, Ohio, on the first Wednesday in September, the meeting adjourned.

President George N. Pierce occupied the chair, of course, but J. F. Cox, the secretary, being absent because of illness, Fred C. Gilbert, Pope Mfg. Co., filled the duties of that office. The others in attendance were Albert L. Pope and C. E. Walker, Pope Mfg. Co.; W. F. Remppis, Reading Standard Cycle Mfg. Co.; Harry Walburg, Miami Cycle & Mfg. Co.; W. F. McGuire and E. E. Buffum, Consolidated Mfg. Co.; J. W. Ash, Hudson Mfg. Co.; F. I. Johnson, Iver Johnson Arms & Cycle Works; W. G. Schaack, Emblem Mfg. Co.; E. S. Fretz, Light Foundry & Mfg. Co.; I. Schwinn, Arnold, Schwinn & Co.; D. P. Harris, H. P. Snyder Mfg. Co.; F. C. Robie, Excelsior Supply Co., and Charles Lonn, Great Western Mfg. Co.

JOBBER JOINED AGAIN

Unexpectedly Get Together at Atlantic City and Form New Association—How it Was Brought About.

One unexpected outgrowth of the Atlantic City convention was the formation of the National Cycle Jobbers Association on Wednesday, 25th inst.

Nothing of the sort was on the program or in prospect, but the jobbers in attendance had not much more than shaken hands with each other before the subject of organization was suggested and as all were agreed that it would serve many good objects, F. I. Willis and several others busied themselves to such purpose that on



F. I. WILLIS
Secretary Jobbers' Association

Wednesday evening, when a formal meeting was called to discuss the matter, a thoroughly representative gathering was in evidence. There was an unusually free interchange of views, some of the remarks rising to the dignity of strong addresses—notably those of P. R. Robinson, of the New York Sporting Goods Co. The immediate result was the formation of the National Bicycle Jobbers Association and the election of the following officers:

President, George W. Nock, Geo. W. Nock Co., Philadelphia; vice-president, Charles W. Leng, John S. Leng's Sons' Co., New York; secretary-treasurer, F. I. Willis, H. T. Hearsey Vehicle Co., Indianapolis.

The dues were placed at \$5 per annum. The jobbers expect to profit by the experience of their defunct and mis-named National Cycle Trade Association, and will not endeavor to emulate Atlas. There are a number of objects of mutual interest that may be served and the new organization

will not lose sight of them, but if nothing more than moral effect and an annual meeting at which papers will be read or ideas otherwise exchanged and co-operation with the other two existing trade organizations are the result, the sponsors of the new association will feel that it was not formed in vain. President Nock is, however, such a vigorous character, and Secretary Willis is so deeply interested in the movement, that it will be strange if a "do things" policy does not result.

Those who were present and enrolled at the Atlantic City meeting were as follows: C. W. Leng, John S. Leng's Sons' Co., F. A. Baker, F. A. Baker & Co.; P. R. Robinson, New York Sporting Goods Co., and W. H. Burgess, A. G. Spalding & Bros., of New York. G. W. Nock, G. W. Nock Co.; G. W. Robb; G. H. Griess; J. L. Gibney, J. L. Gibney & Bros.; W. V. Sauter, E. K. Tyron & Co., and C. W. Odell, Manufacturers' Supply Co., Philadelphia; J. W. Henry, Vim Cycle & Hardware Co., Buffalo; W. P. Schwarz, York, Pa.; Keyser Fry, Reading, Pa.; J. W. Grady, Worcester, Mass.; J. E. Poorman, Jr., Cincinnati; W. H. Grover, Norfolk, Va.; W. D. Alexander and C. L. Elyea, Atlanta, Ga.; F. C. Robie, Excelsior Supply Co., Chicago; F. I. Willis, H. T. Hearsey Vehicle Co., Indianapolis, and L. O. Scott, Scott Supply & Tool Co., Denver, Col.

Wooster Makes a Lovely Failure.

Although located in a cellar at 10 Barclay street, New York, the William Wooster Bicycle Co. made a ground floor failure late last week.

Despite his lowly situation—for despite the imposing title, Wooster was the whole "company"—Wooster posed as a jobber and contrived to run up debts that exceed \$10,000 and according to some reports may reach double that sum. Not the least interesting feature of the failure is that one of the three creditors who petitioned Wooster into bankruptcy was the Manhattan Storage Co., whose claim amounts to \$1,585; the other two were Henry Lee Stanley, \$250, and Simon Goldberg, \$120. The Continental Rubber Works is, however, said to be the heaviest creditor with a claim in excess of \$2,000. The petition charged that Wooster is insolvent and also that between July 1st and 20th he transferred a portion of his property and his outstanding accounts with any consideration and made preferential payments.

Although Wooster admitted that some creditors had been pressing him, and there are allegations of ephraimistic features connected with the affair, Wooster said he was really and truly shocked that a petition in bankruptcy should be filed against him. He had been slow in payments because he had a lot of outstanding accounts which he had been unable to collect. He has been in business in various locations and under various styles, for some thirteen years.

TROUBLE WITH THE FLOAT

It does not often Occur and the Remedies Available are not Very Complex.

There is always a "last but not least" class of items that must be taken into consideration when enumerating troubles and the various causes of breakdown, and probably one of the most important that may be said to come under this head is derangement of the carburetter float. Completely encased in its housing it is well protected against damage from the outside and such damage seldom is to be feared. But the float will sometimes go wrong of its own accord, so to speak. Just what this is will depend upon the nature of the float itself though the trouble is usually the same—loss of buoyancy, considerably raising the level of the gasoline which ends in flooding.

Some floats are made of cork, shellacked to render them impervious, others of sheet copper soldered at the joints and still others of cork upon which copper has been electroplated to a sufficient thickness to make this type one that possesses all the advantages and none of the disadvantages of the other two. The shellacked cork will not withstand the action of gasoline indefinitely and through constant immersion even this material becomes loggy and much heavier than it was originally. The process is a slow one and the best remedy is a replacement as cork cracks and warps more or less with age.

The hollow copper float with soldered joints represents the type most generally employed as well as the one that is apt to suffer sudden derangement as even the most thoroughly tested of soldered joints proves at times to be an uncertain quantity. The specific gravity of gasoline being much lower than that of water it is in consequence, a much thinner liquid and will find its way through crevices at a correspondingly greater rate. When through the joint giving way, or any other cause the float springs a leak it will gradually fill with gasoline and sink to the bottom of the float chamber, allowing the latter to flood. This will naturally bring the motor to a halt and a good method of arriving at a correct diagnosis of the case is to apply the nose to the muffler outlet or at the cutout while the machine is being pedalled on the stand.

Even though the motor has persistently refused to fire for some time previous it is just as well to take the precaution of shutting off the current before attempting to get a whiff of the "bouquet du gasoline." If the suspicion of the carburetter being flooded is well founded the odor should not only be very powerful, but signs of the fact that the cylinder is drawing in and ejecting liquid or semi-liquid gasoline will not be

wanting. Dismantling the carburetter will then confirm this and the next step is to remedy affairs. Tilt the float in the air until a position is found where its contents begin to reverse operations by leaking out. Getting rid of every drop of gasoline is of course, a condition precedent to making repairs and its slow dripping will probably make this a painfully tedious process.

Nevertheless, it is unwise to attempt to hasten it with the aid of a nail or the end of a file; punching a larger hole will certainly hasten the emptying part, but it will also make it that much more difficult to repair the break. It requires a skilled hand with the soldering copper to stop a small leak with the minimum amount of metal and the less that is used the better, for the balance of the float is apt to be disturbed and need rectifying anyway. If a bungling job is made of it, so much solder will be used, that this, taken with what will be found necessary on the other side of the float to restore the balance, will add overmuch weight to it. If the latter be excessive the carburetter's range of adjustment may not be sufficient to counteract it and the unfortunate will be no better off with the repaired float than he was before the operation was undertaken; in either case, the motor will suffer from flooding.

When the repair is completed the float should be tested in a tin of gasoline, both as to the efficiency of the former as well as to ascertain whether the balance has been disturbed and how much. Unless the float rides perfectly vertical on the liquid it is apt to bind instead of rising and falling as freely as it should when imprisoned in the chamber. The most convenient remedy is to fasten small drops of solder to the opposite side of the upper face of the float and here again it takes a skilled hand to get things just right without a lengthy session of what the Briton is fond of dubbing a "course of trial and error." This must be done in any event as there is absolutely no way of gauging the exact weight required in advance, but a bungler with the soldering iron will make a tiresome job of dropping on "gobs" of the molten metal and wiping them off again.

Motorcycles Purchased for Electricians.

Philadelphia is taking kindly to motor bicycles. Only this month the municipality purchased 27 of them for the use of the police and only last week the Philadelphia Electric Co. decided to mount its inspectors and linemen on the little power-driven machines. The order for the latter was placed with the Reading Standard Cycle Mfg. Co.

Pays 50 Per Cent. on Motorcycles.

The Rex Motor Mfg. Co., of Coventry, probably the largest makers of motorcycles in Great Britain, has declared an interim dividend of 50 per cent. on its common shares. During this season the demand for its product has more than doubled.

DIAMOND'S TWO FACTORIES

One is Tiny, the Other Immense, but Even the Former will Serve Useful Ends.

To those who are familiar with the business of the Diamond Rubber Company, the statement that it has under construction at Akron, Ohio, a new plant, complete in every detail, must come as a startling piece of news. For the present equipment is known to be of such gigantic proportions, and so modern in its nature, that the need of a new one, is not obvious. But when it is further added that the new plant is to be a miniature one, complete to the last item, yet capable of producing but the smallest fractional part of the output of the other, the surprise is turned to simple amazement until it is explained that its purpose is purely experimental.

In fact, the addition, for that is what it is to be, is to be an experimenting factory where tests will be carried out under the exact conditions of actual practice and products evolved in model. It will include miniature mills, rolls, vulcanizers, and all the other paraphernalia necessary to a complete plant.

Incidentally, it may be said that the Diamond Company also is building a substantial addition to its regular equipment, in the shape of a one-story brick shop on a 700x300 foot plot. To make room for it, seven dwelling houses were razed and a big lumber company moved bodily out of the way. Yet the most surprising part of it is that this new building, despite its great floor area, is to be used but a single year, when it will be torn down to give place to a six-story structure which will replace it. The foundations which are now being prepared, are intended for the larger building, and therefore will be ready to receive it in due season.

To Test Alcohol for Uncle Sam.

Following the passage of the free alcohol measure during the latter part of the recent session of Congress, it is announced that Prof. Charles E. Lucke, of Columbia University, is about to undertake, on behalf of the government, an investigation into the possibilities of alcohol as a fuel for small internal combustion engines. That such tests will be of particular interest to those concerned with motorcycles goes without saying.

The Retail Record.

Worcester, Mass.—L. C. Havener, 507 Main street; sold out to his brother, Mahlon C. Havener.

Pueblo, Colo.—A. Mayerson, new store at 324 North Santa Fe avenue.

Williamsport, Pa.—L. M. Cressman, new store at 246 William street.

Pittsfield, Mass.—W. J. Devall, filed bankruptcy petition. Assets, \$2,000; liabilities, \$6,000.

AS EACH SEASON ROLLS AROUND

it finds the fame of

NATIONAL BICYCLES

more secure than ever.

National Bicycles have always been appreciated by the dealer or rider who knew what a really good bicycle ought to be and who were familiar with the splendid record of the **National** on road and track, and year after year.

"A National Rider is Proud of his Mount," is an old adage.

It's still trite and true. If not familiar with our latest models, we'll gladly inform you regarding them.

If we are not represented in your locality we will be glad to hear from YOU.

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

**Comfort
Resiliency**

and 45 per cent. Saving in Tire Maintenance are the essentials of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 28, 1906.

The Convention Marks an Epoch.

Organization promotes meetings; meeting promotes good feeling; good feeling leads to friendships and "when friends meet, hearts warm." This is true, even of those organizations inspired by commercial interests. Their meetings make friends of industrial rivals and if they serve no other purpose their excuse for existence thus is a valid one. It is a rare occasion, however, when any considerable number of men having a community of interest can get together without some benefit accruing to that interest; the greater the number present the greater is the chance of benefits resulting.

All this is applicable to the convention of the cycle trade which occurred this week at Atlantic City. It was the first of the sort and perforce it was the first real opportunity for the gathering of any considerable number of those having cycling interests. It was held at a holiday resort where business and pleasure can be made to intermingle gratefully. If any one attended and did not benefit in both respects the fault is his own. Even the man

backward in forming acquaintances and therefore having small opportunity for private interchange of ideas did not depart for home empty headed. The papers read at the convention all dealt with topics of trade-wide concern. They were rich in seed that where it fell on fertile soil cannot but bear fruit. Never in its history has the cycle industry had such an open expression of helpful views and opinions; and the expressions served each department—the manufacturer, the retailer and the jobber. The papers are presented in full elsewhere in this issue that the good in them may be shared by those unable to be present at the convention. There is not one of them that will not repay the careful reading of the man who is not content to stand still.

The Atlantic City convention marked a distinct epoch. It lifted the industry out of the old rut. It should become an annual function and in the future the dealers should be included.

"Pro Bono Publico" on Motorcycles.

Good old "Pro Bono Publico" finally has been heard from concerning the open-muffler nuisance. He was about due to say something on the subject and he said it late last week in one of the Hartford, Conn., papers, which itself had remarked the nuisance.

It goes almost without saying that "P. B. P." is rabid. For rarely is he mild on any subject when he "takes his pen in hand." He evidently "doesn't like motorcycles nohow." Apparently they have disturbed his slumbers for he says it is "a common thing to be awakened by one of these motorcycles coming up the street, turning a corner, with a noise that resembles a target practice or a Gatling gun firing blank charges, and the persons that ride them seem to delight in making them go at a pace that increases the nuisance."

"Pro" etc. maintains that motorcycles are "ugly machines" and that "the nuisance and annoyance" of them "has become unbearable." He hopes therefore that "something will be done immediately to keep them off the streets until they remedy their offensive qualities."

Levity aside, however, this particular "Pro Bono Publico" represents a state of mind which will be aroused in very many other communities if the motorcycle interests themselves are not successful in checking the open muffler evil; and the inflaming of the public mind will lead to things

far more disagreeable. The Bicycling World has several times referred to this evil in unmistakable language. It is a nuisance which must be suppressed at all costs, if motorcycling is not to be brought into disrepute and its growth hindered just when it is obtaining a fair start. The organization, or manufacturer, or dealer who does not take cognizance of it and exert pressure to suppress the evil will find sorry days ahead. The rider who opens his muffler save on a steep hill or a heavy road is an enemy of motorcycling and should be treated as such. Seldom, very seldom, is it really necessary to use the cut-out at any other time.

The fact that the Federation of American Motorcyclists has just had printed thousands of circulars bearing on the evil indicates that the motorcycle conscience has been pricked; for the good of the cause these circulars cannot be too widely circulated; they are needed and needed badly and if makers or dealers can add anything to them, they should lose no time in doing so.

Value of Nickel Trimmings.

Is there any one thing that makes a bicycle look so disreputable as permitting the spokes to become rusty? It may be caked with mud, its saddle and grips worn and shabby and its tires of none too promising an appearance, but if the nickel plate of its spokes is still bright it will carry an air of respectability none the less. If to this be added bright hubs and handle bar even dull and cracked enamel added to its other blemishes cannot totally handicap its look of fitness. It is a telling illustration of the value of nickel trimmings in lifting the looks of a machine above the ordinary. Where appearance is concerned the scaling of the nickel plate and the coming of that dull black and rust that no amount of cleaning will improve, marks the end of a bicycle's career. And no one appreciates that fact better than the manufacturer. That is why so much care is lavished on the nickel plating of the parts of a high-grade machine and so little on the cheap creak. Good plating is a tedious and costly process. But it may be simulated in half the time at a fraction of the outlay and that is why the bargain counter mount looks as if it had been at the bottom of the river for a while before it is three months old and the high-grade machine still retains its brightness when the other one is forgotten.

AT THE ATLANTIC CITY CONVENTION



Photo by Harper B. Smith, Atlantic City.

ABOUT TWO-THIRDS OF THOSE WHO WERE IN ATTENDANCE.

THE FEAST OF REASON AT ATLANTIC CITY

Largest Crowd in the History of the Industry Attends the Open Convention—Every Branch of the Trade Represented—Notable Expression of Views of Interest and Instruction to All.

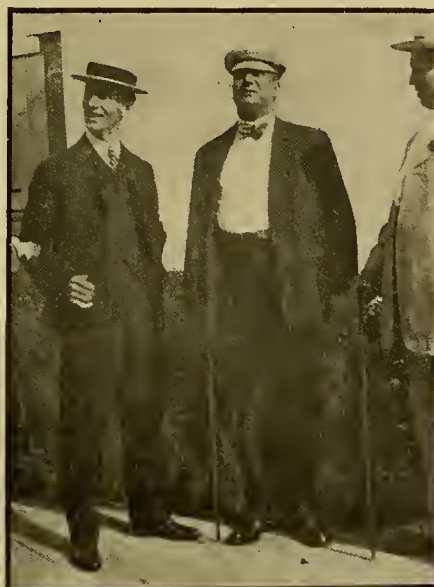
By sticking to their respective knittings and clearing up with all committee work and general business meetings on Wednesday, the Cycle Manufacturers' Association, the Cycle Parts and Accessories Association and the new-born National Bicycle Jobbers' Association were able to devote all of Thursday, 26th inst, to the joint convention. It occurred in the palm room of Hotel Islesworth, Atlantic City, and was the largest trade gathering in the history of the industry.



ALBERT L. POPE AND GEORGE N. PIERCE

President Pierce, of the C. M. A., grey, but rugged and a picture of health, presided and Secretary White, of the C. P. & A. A., not grey, but with hair thinning on top and a pretty healthy young specimen, too, occupied the other seat at the table on the rostrum. On the main floor, the red buttons of the bicycle makers, the white of the accessory men and the blue of the jobbers, intermingled. Albert L. Pope, on whom has fallen the mantle of his father, the only Colonel, was there, grown serious and present in person as evidence that despite

the dominance of automobiles, the Pope heads still retain interest in the wares that made their name famous. C. E. Walker, the Pope first lieutenant, and more serious even than the once "Young Albert"—so-called to distinguish him from his father—



P. R. ROBINSON (N. Y. Sporting Goods Co.), F. I. JOHNSON (Iver Johnson Works) and D. S. TROXEL (Troxel Mfg. Co.)

was at his side and Fred Gilbert, sometimes termed the keenest bicycle man in the Pope bunch, was not far away. Harry Walburg, he of the Racycle, was there and, almost needless to say, he was wearing the same old smile. Fred I. Johnson, now stout and aldermanic, was in the front row; and no two men in the entire assemblage listened with more observable interest than Walburg and Johnson; they seemed athirst for any good points that might be dropped. They wore red buttons, of course, and mighty few of those entitled to wear them were missing. There was a white button on the lapel of the short and sturdy Crosby, to whose initiative both of the manufacturers' associations owe their origin, and on the coat of the bald and nervous Surre, likewise on the balder but not so nervous Persons—the two bundles of energy to whose efforts the success of the convention was largely due. The rotund and placid Webster—he of the

Morrow coaster brake—wore his button with that air of the man at peace with all the world and his two best helpers, Biddle and the younger Whittier were with him. But why call the roster of the trade? It would take scarcely six lines to say who was not there. Yes, and there were four dealers—live ones, all—in the assemblage—Logne, of Baltimore, with his pockets filled with his clever literature; Gus Castle, of Atlanta, Ga., and Storck, of Red Bank, N. J., and Cornish, of Newark, also in New Jersey. But then Storck and Cornish "cover territory" for manufacturers "between-



B. S. KEEFER (The Standard Co.) and C. E. Walker (Pope Mfg. Co.)

times" and can pass as traveling men if occasion requires. And there were quite a few full blown traveling men in the audience, too.

Yes, and for the thirsty there were bowls of red punch with mint in it on the floor tables; the table on the rostrum held only a pitcher of clear water. Frequently, during the afternoon, President Pierce closed his eyes when he turned them toward the red bowls and once he declared a recess.

The joint meeting was devoted entirely to the reading of the papers that had been

filled their assignments, but enough of them did so to make the session "not too long but just long enough" and the topics dealt with were, generally speaking, of real interest and bristled with instructive suggestion of value to any man intent on profiting by that sort of thing. It was the first time in the history of the industry that anything of the sort ever had occurred and the credit for it belongs almost wholly to C. A. Persons, as chairman of the program committee. Of the several papers read, that delivered by Frank C. Storck, the Red Bank dealer, created the most distinct buzz. Storck struck out straight from the shoulder in telling what he would do "If I were a Bicycle Manufacturer," and his suggestions were couched in such plain English that there was no mistaking them. He undoubtedly gave the manufacturers something to think about.

The proceedings were opened by Mr. Persons, who introduced President Pierce and Secretary White as chairman and secretary, respectively, of the occasion. Mr. Pierce promptly called on W. H. Crosby, president of the Cycle Parts and Accessories Association. The several speakers and their deliverances follow:

"The Value of Trade Organization."

BY W. H. CROSBY.

President Cycle Parts and Acc. Association.

To underrate and despise your opponent is to invite defeat.

If Russia had been better acquainted with Japan the recent war might have been avoided; but Japan was very largely unknown to her antagonist. Her people were, therefore, ridiculed and her military capacity derided. The short, decisive contest opened the eyes of the Russian and taught him a lesson which will be an immense advantage to both in the adjustment of any dispute that may hereafter arise between them. A fairly accurate knowledge of Japan might have been acquired by Russia, less expensively, and without such an immense loss to her self respect and prestige.

I place, therefore, the highest value upon personal acquaintance as the first and chief result of trade organization. There is unquestionably a good deal of war in modern business, and if one makes the fatal mistake of misjudging his competitor's ability and capacity up to the point where he treats him and his products with disdain, he may be led into a line of action that may be his own undoing. When you know your competitor personally and meet him on common ground, where his interest and yours are alike, you begin to form different and more friendly opinions of his influence as a factor in your line of trade.

What neutral ground is there other than the places where your trade organization regularly assembles? You are compelled there to meet your competitor face to face and treat him with proper courtesy, even if a fierce antagonism has heretofore existed between you. In discussions he may advance propositions that commend themselves to your judgment; he may suggest plans that had not occurred to you and which you are quite ready to approve; he may be willing to forego some personal advantage for the common good. In many ways he may disarm your suspicion and awaken your respect, and you will go home thinking him not nearly so bad a fellow after all. You will thereafter be slow to provoke him into a contest that may prove unequal, certainly expensive, and perhaps disastrous. You will rather move warily, avoiding anything that looks like war, and strive for commercial advantage by methods that will not awaken his resentment. Thus the energies of the business man are not consumed in frequent and wasteful struggles for supremacy, but are rather turned into channels of legitimate, healthy and profitable competition. But I go even further and affirm that it is possible and very probable that the respect which is thus aroused will ripen into mutual regard that may terminate in permanent friendship; and when this is true, business is at once upon a different basis than before. Instead of active hostilities with useless expenses and losses, there will be a friendly rivalry, not in any way inconsistent with sound business principle.

I think I can properly say that nothing did the bicycle business so much damage as the personal antipathies of prominent competitors. Will any one dare to say, in the light of recent events, that this was unavoidable? Would not an active, vigilant trade organization have smoothed these difficulties and have shown to each strong, aggressive faction that the other was not so black as it was painted. I am confident that if such an organization had existed eight years ago the total collapse of the business might have been averted, and fortunes that were wrecked in the fight, while they might have been curtailed, would not have been obliterated.

Trade combinations aggravate and increase the features of war in business; while trade organizations lessen, if not destroy them.

Having achieved the main result by bringing the discordant factions of a trade into a more reasonable and harmonious atmosphere, the organization is now ready to work out problems that cannot be solved by individual effort, and upon lines not inconsistent with national and State laws.

Take, for instance, the matter of supplies of raw material. While there may be no immediate anxiety on this point, no one can prophesy what five or six years will bring forth. There have been rumors of a shortage of crude rubber. I am not a tire manufacturer, and, therefore, cannot say how serious this is; but one can imagine at the tremendous rate it is being consumed that the time is not far distant when the demand will exceed the supply. The organization that is wide awake will not wait for this crisis, but will anticipate it and take measures either to restrict the consumption, to increase the supply by planting new forests, or if either of these is not feasible to invent a substitute. The Carriage Wheel Trade, about two hundred in number, recently met at Niagara Falls to discuss the most serious question now confronting it—the rapid exhaustion of the supply of hickory. The U. S. Forestry Commission was called into its councils, and steps are at once to be taken to restrict the use of hickory to those parts where it is absolutely essential; to protect the forests from fire or other needless and wasteful losses; and to plant and cultivate a new source of supply. A gentleman who attended this convention told me unless something is done along the lines indicated, at the present rate of consumption, five years would see the end of this important wood. It must be apparent to you how important in an emergency of this kind is individual action. It needs all, and perhaps more, than a single trade organization can accomplish; it may require the combined effort of several allied trades to work out any very practical solution.

There is no more perplexing question for the manufacturer to-day than that of labor, and certainly no one with any experience in labor troubles will deny the immense advantage of organization in the settlement of these disputes. The National Metal Trades' Association is now so strong that there is no longer any uncertainty as to the outcome of a strike where any of its members is affected. Its powerful influence is used first to avoid trouble by reconciling if possible honest differences of opinion and by using every means of adjustment that can properly be employed. When these efforts are unavailing and a strike is called the Association will fill the disturbed works with competent independent workmen and protect them to the fullest extent in the enjoyment of their rights. Where a maser and his workmen were formerly at odds over every little question and strikes and lock-outs were the results of stubborn, unreasoning and unnecessary quarrels this trade organization steps in and obliges a more sober and rational consideration of differences.

Another feature of this particular question is that members of the local branch association are not allowed to hire away each others workmen. A registry is kept of the incompetent or unsteady. Rates of the wages are compared and often equalized. Applicants for employment are investigated and if found worthy are recommended to positions. In some branches bonuses are offered for improved methods and premiums paid for exceptional work, either in quality or quantity. Boys in mechanical art schools are encouraged by prizes in order that a larger and more constant supply of trained workmen may be obtained. The results, therefore, are alike beneficial to employer and employed.

Another advantage of the trade organizations is the investigation and comparison of the different methods and products of manufacture. I am informed that this is one of the principal functions of the National Association of Automobile Manufacturers, and that its members have regular meetings where their superintendents of construction examine and criticize each other's processes and finished machines. At first glance this may appear opposed to all the rules of the old-time factory manager, who was particularly averse to any publicity being given either to his shop practices or appliances. I am not personally able from experience to outline the particular benefits that accrue to this method of co-operation, but I am advised that the association mentioned has found it so helpful that while at first it was handled in a narrow and cautious way, it is now used in a very open and unlimited manner.

Another advantage of trade organizations is the opportunity it offers to extend and exploit the foreign market. The American manufacturer has not given this question the attention it deserves; he has been proud of the natural resources of his own country and prodigal in his use of them; confident in the superiority of his workmen and his machinery, satisfied with absolute control of his immense and constantly expanding home market, therefore, careless of the tastes and requirements of the foreign buyer who may be inclined to trade with him. The American customer is always looking for new and improved models. The manufacturer, therefore, strains every nerve to discover and adopt novel and attractive features. This is not true of the foreigner. He is satisfied with a good thing and slow to change. I will give you a leaf from my own experience. In the summer of 1898 while abroad I sold 5,000 pairs of hubs for a Syracuse manufacturer to a Copenhagen merchant, using for a sample a model of the previous season. This sample I left with the buyer. The manufacturer thinking to please his new customer shipped a new and improved hub. On receipt and examination the entire invoice was rejected. Nothing that we could write our Danish friend would convince him that he was really getting more than he bargained for. The hubs were returned and replaced with the old model.

We have paid little attention to designs they require, and what is worse have largely used the foreign market as a dumping ground for surplus or second rate material. This is, of course, not true of all lines of American manufacture, but it is too true of many, and particularly so of bicycles and bicycle parts. How different the methods of the German. Through

his trade organization young men trained in the language and customs of the new field are sent out to ascertain just what pleases the prospective buyer; reports are returned setting forth in the minutest detail what is required. Such items as the color of an article and its proper packing are not omitted. I have heard of an American manufacturer of agricultural machinery having a large consignment rejected at Odessa because it was painted green instead of red. Ridiculous you say; but then if you want to sell the foreigner and hold his trade (I would place special emphasis upon the word "hold") you must give him what he wants.

Why cannot we displace with American machines the thousands of bicycles that are going into South America from Germany? We can if we go about it in the right way, as I have every confidence in our ability to manufacture a better article and sell it at the same price. But we must follow the German method, and I would have you keep in mind that the large, constant and increasing export of German bicycles is not so much the result of individual effort as of organized exploitation.

I am afraid if I extend this programme you will think it altogether too ambitious, that I am asking you to attempt everything with no hope of accomplishing anything; perhaps it is not at present workable in some of its features by the organizations here represented. But if we are to avoid the pitfalls of the past and to expand our businesses upon lines that will give the fullest play to our energies, and at the same time secure and preserve for us ample, suitable and stable supplies of material and labor, sufficient and profitable home and foreign markets, we must begin soon to adopt those plans that have been found satisfactory in other organizations and in other countries.

"The Common Interests of the Jobber."

BY RALPH D. WEBSTER.

Eclipse Machine Co.

I received a few days ago an invitation from Mr. Persons, or rather a command, to prepare a paper to read at this convention. After giving the matter several days' consideration and failing to find in that time a starting point, I discovered that our mutual friend, the saddle maker, had assigned me a very queer subject.

He stated in his letter to me that he wanted me to prepare a paper, and that my subject should be the interests of the common jobber. I have had experience with some jobbers that I might consider uncommon, but in the position I occupy I do not dare class any of them common jobbers, so have taken it for granted that Mr. Persons must have been in an exhilarated condition when he wrote me the letter and that he probably intended me to treat the common interests of the jobber, which I will endeavor briefly to do.

In order to speak intelligently of the jobber and his interests we must first have a correct definition of a jobber. The dictionary says that a jobber is one who engages in a low, lucrative affair. I do not believe that this definition applies to jobbers of bicycles and bicycle supplies, but must certainly apply to jobbers in other lines, as I should certainly take exception to listing bicycle jobbers as being engaged in a low business, and the jobbers themselves will certainly take exception to their business being considered lucrative.

Some manufacturers class as jobbers dealers who can use large quantities of any line of goods, and in this way, much to the injury of the trade, many retail dealers have in the past been favored with wholesale prices much to the detriment of the jobber. This I consider one of the interests that is of vital importance to the jobber, and one that deserves the most careful consideration of the manufacturers.

My definition of a jobber is—one who first has a place of business, who carries in stock a sufficient quantity of goods to meet the wants of his trade, who advertises by publishing a catalogue of the goods he carries in stock, and who personally solicits business from retail merchants through a traveling representative. This, in the main, I believe answers the question and defines fairly to all concerned the position which the jobber should occupy in the trade. It is impossible, however, to lay down a hard and fast rule, and conditions will vary in a measure the requirements as herein set forth.

The location has considerable to do with success, and it is apparent to all that a prosperous jobbing business cannot be built up at a point that is not a trade center for a line of goods that it is proposed to handle.

As regards carrying a stock of goods: I believe this is of vital importance, and I do not believe any jobbing house can be successful unless they carry a sufficient stock to meet promptly the demands of their trade. Many jobbing houses have built up a large and satisfactory business by paying particular attention to this point, and while I regret to say many of the jobbers in the bicycle business have worked upon the theory that the only feature which demanded their serious attention, was the one of price cutting, and have based, almost entirely, their claim for business upon the fact that they were able or willing to sell goods at a little less price than their competitors. They have overlooked the fact that their trade, or a large share of it would appreciate more their promptness in filling orders, by reason of having a good stock in hand, than they would the matter of a few cents in the price. This fact has been demonstrated very emphatically in the phonograph business during the past few years. Jobbers who sell the National Phonograph Company's goods are not allowed to cut prices, and I think I am safe in saying that there is no price cutting in that business. The position the National Phonograph Company has taken as regards the marketing of their product and their being in position to enforce their policy, has naturally resulted in the jobber being obliged to seek out other ways of increasing his sales, and many jobbers have been very successful and have built up a large and profitable business by giving attention to the features which I consider essential in a successful jobbing enterprise. If you are familiar with this business, you will agree with me when I

state that the jobber of phonograph goods who is most successful is the one who gives the closest and most careful attention to his stock. When the dealer places an order he wants the goods—he does not want to have half of his order filled and the balance come along some other time. Dealers quickly learn which jobbers carry complete stocks and always have stocks on hand, and their orders naturally go to these jobbers, to the loss of the merchant who is careless in reference to his stock keeping and who never is able to fill an order complete.

Successful jobbing, in my mind, is the result of careful attention to detail. It is, of course, natural to suppose that goods are received from the manufacturer in first-class condition, and it is much easier in filling orders to take the goods just as they are received from the factory, and forward them on to the retail merchant. I believe, however, in all cases, goods should be carefully inspected by the jobber, and when forwarded to his customer he should be in a position to say he knows they were right when shipped by him.

Promptness is another feature of great importance. A little extra effort many times means the gain of a day in the delivery of your goods, and the gain of a day in the hands of the retailer means another order in many instances. Not all employees will give care to these details, and it behooves the jobber himself to give his personal attention to all matters connected with his business. These, I believe, are, in the main, the common interests of the jobbers, and the great problem is how these interests can be best advanced and used by all.

I believe, as I did in 1902, that an association properly conducted, would be of great value to the jobbing trade. I believe also that the Jobbers' Association has been of benefit, and that all who have contributed to it in the way of time and money have been well repaid. I further believe that a reorganization and a renewed effort should be put forth, and I believe that a successful and prosperous association, one that would be of great benefit to all in the trade, could be maintained by the cycle trade jobbers. I do not believe that it is necessary to employ a high salaried secretary, or maintain expensive offices. I believe there are men in the trade who are sufficiently interested, to be willing to give a portion of their time to the official work that would be necessary for the successful conduct of an organization of this kind. I believe that meetings should be held frequently and that an annual meeting is not sufficient. Of course, it is impossible to get the attendance of all members at frequent meetings, but a large executive committee could be brought together four times a year, I believe, and that would be sufficient. A full report of the work accomplished at these meetings would be cheerfully given publicity by the trade journals, and in this way a large amount of clerical work could be dispensed with.

The greatest good to be accomplished by the Association is good fellowship and confidential acquaintance. None of us have a great amount of confidence in a competitor whom we have never met. As we come to know our competitors we begin to have confidence in them, and without confidence no association of men in any trade can be maintained. There is a better feeling in the trade to-day by reason of the Jobbers' Association and by reason of the annual meetings that have been held. I do not believe that an association should endeavor to do too much. It is not necessary in order to be successful that you should try to revolutionize the trade, or endeavor to put in force unfamiliar and radical trade policies. Do a little and do that well would be the suggestion that I would make for the present. As a better feeling was brought about and greater strength attained by a closer organization and a larger membership—increased work could be accomplished. Bring to the attention of the manufacturers matters that need adjustment and you will find them always ready and willing to give careful consideration, for the common interests of the jobbers are the common interests of the manufacturers. This could be accomplished by a committee that can meet at any time with the Manufacturers' Association, and I believe it would be good policy for a Jobbers' Association to be represented at the frequent meetings that are held by the Manufacturers' Association.

The bicycle makers have a fine organization; the Cycle Parts and Accessories' Association is healthy and vigorous; both associations are individually and collectively interested in the jobbers, and will give them all the assistance possible. The bicycle business is in a healthy condition and the time is ripe for advancement all along the line. Remembering the mistakes of the past let all take hold with renewed vigor, hoping that the oldest association of the allied trades may before another year passes become as it should—the strongest and most prosperous of all.

"If I Were a Bicycle Dealer."

BY HARRY WALBURG.

Miami Cycle & Mfg. Co.

I have often wondered what I should do if I were a minister, priest or preacher, and have always come to the same conclusion. If that vocation—and there are worse ones, jobbers for instance—had fallen to my lot, I should endeavor to put in practice what I preached and advocated.

Now, as my text is, "What I Should Do if I Were a Bicycle Dealer," I believe my answer to the question is: I would try to be high grade, even if I had to wear a nameplate to do it. I have always noticed that many so-called dealers are like bicycles with transfers on their heads—they are apt to become blurred by the time the dating is up.

A weak-minded dealer hasn't the proper push. He must be reinforced in all his joints. He must have a well shaped crown and not a head shaped like a lemon. He must be nicely adjusted to meet every emergency. He must be properly aligned—for a crooked dealer is always out of line. He must be well finished, easy going, ever ready and clean. Cleanliness, in business, the same as in morals, is next to godliness. A clean dealer always has a clean store and takes pride in keeping everything in his store neat, natty and free from cobwebs.

Every dealer should have two mottoes, and the first



BIDDLE, WEBSTER AND WHITTIER
The Eclipse Trio

should read: "Courtesy is my cheapest commodity," for neither the customer who calls to buy nor the salesman who endeavors to sell is doing him any favor. To do business he must deal with both, and it's a safe bet that his domestic ties are on a par with the greeting he gives the tired, homesick salesmen who are obliged to visit his store.

His second motto should be: "If there is anything better on the market I'll get it." These untidy dealers, with untidy stores, that greet a salesman with the hackneyed whine, "We can't sell a bicycle in this town at over \$25.00," or who say, "The mail order houses, with their cheap wheels, have ruined the business," should turn the searchlight on themselves.

Suppose all the tailors should say, "We can't afford to make clothes to order any more, for the hand-me-down clothing stores have killed our trade," or suppose the dry goods merchants should refuse to stock up with silks or satins because their trade was mostly on calico, how long would they last? That sort of thing was one of the causes that made department stores possible.

The dealer should strive to keep on hand goods just a grade better in quality than his competitor, for by doing so he will secure the confidence of his trade.

The secret of many a business success is bound up in that one little word—confidence. Confidence begets confidence. It is better than all the written



D. P. HARRIS AND FRANK MOSSBERG

guarantees ever printed. The sunny-natured dealer who has confidence in himself and meets his trade with a happy-to-serve-you air can always pull business away from the avaricious merchant who acts as if he were insulted if a prospective customer is one of the just-looking-in and don't-intend-to-buy-to-day kind.

A sick-doctor makes but little headway in mental suggestion. Neither can a dealer inspire confidence in a stranger who comes into his store, without first making him feel at home. The minute a customer begins to feel and act as if he were uncomfortable it is a sure sign that he will find the first excuse he can to bolt into some other store.

If I were a dealer and trade was slack I would get busy. I'd keep doing something, if it were only to rearrange and dust the shelves or to take everything down from one side of the store and put it up on the other. A change is the sauce that sharpens the appetite. The passing pedestrians may not seem to notice stagnation, but they do. If they see action going on inside they know that the man within is alive, and if they see that there is a new layout in the show windows each week they will soon become interested in knowing what has become of the stuff that was taken out the week before. Above all, I would be in sight or have some one in sight, from the front windows, all the time. Many a sale is lost because some timid man or woman fails to see any one in sight as they pause at the door-sill. In the bicycle business, too, often the dealer is back in the repair shop when a customer comes in. Half the time he is so occupied and intent on a repair job that he fails to notice the presence of a customer in front, or, if he does, he'll yell: "Wait a minute," and then go out, all dirty, with a sort of "What-do-you-want?—I'm-in-a-hurry," expression of his face.

Such a dealer will tell you he makes more on his repairs than he does on his sales. Of course he does. The only wonder is that he makes any sales at all. If this same dealer would collect his senses long enough to think over the matter seriously he would soon convince himself that he was penny wise and pound foolish. If the repair business is good he should hire some one else to do it while he hustles after sales. If it gets too large for one man to handle, let him put on another man. No one wants to look at a nicely finished machine when exhibited by a man in a greasy suit and with oil and dirt all over his hands and face. The dealer's very appearance depreciates the looks of the wheel.

We had a baker in our town who sold out his business for less than he paid for it because it grew so large that he found he could not deliver all his goods with one wagon. When asked why he didn't put on another wagon, he replied with a stultifying look: "Why, I couldn't drive two wagons at once!"

That's the way with many bicycle dealers; they imagine that they are the only ones in the entire business that can mend a puncture or fix a repair job. I know a dealer who said that he could not afford to pay wages to a repair man, but was finally prevailed upon to offer a good repair man one-half of what he made on repairs, looking after the sales himself, and the result is that he is renting two houses to-day which he erected from the profits derived from the bicycle business.

If I were a dealer I would make any location good. It isn't always the best location that brings the most business. The affable little fellow on the back street often makes himself known and liked better than the surly fellow with a swell front on the main street. Why, I know a dealer who commenced selling wheels in one corner of a junk shop, along a canal. The larger dealers advertised him by knocking him, and it wasn't long until people began to go out of their way and stop outside and call for him—his surroundings were not very inviting. Out he would come, fairly beaming with smiles—always Johnny-on-the-spot. In two years he made the other dealers seek better quarters for one sad day he leased a ramshackle two-story dwelling which no one wanted, on one of the principal streets, tore out the front and left nothing of it but a memory. Six months later he was out after orders in his own automobile.

Gentlemen, this is no pipe dream, but a fact, and one which goes to prove that the game isn't a dead one yet, for this same man started in the bicycle business during the depression and since 1902.

The life insurance solicitor who waits in his office for people to come in and have new tires put on their lives need not fear a Hughes or a Lawson investigation. They hustle after fellows who never have given insurance a thought.

If I were a dealer I would keep drumming after those who would at first laugh at the very idea of buying a bicycle, but I would, in a good natured way, try to make them believe they couldn't be happy without one. I would advocate and teach children to ride. Get them in the habit, and they will stick to it. The little girl of twelve years old to-day will be a young woman in five years. Get the girls to riding again and Adam will be chasing after the apple, on a bike, the same as he did in Eden, on a hike.

A moneyed man came into my office recently who had quibbled with me on a high priced machine, a couple of years ago, wasting my time and his own trying to squeeze me down a few dollars. The very idea of loosening himself from \$75.00 acted on him in the same way a request would from one of his tenants for a new shingle to mend a leaky roof. He hought, though it gave him the heart sickness. Finally his wife contracted the auto fever and landed him for a thousand dollar gig. Then he got the fever, and he sold his little tin wagon for a car that cost many government pictures. He soon learned that about every other jolt his Standard Oil burner received on the road meant a repair bill, but society demanded that he keep in the swim, and he kept on loosening the buckle of his money belt.

Isn't it funny that a fellow won't shop at two, three or four hundred dollars, more or less, in buying an automobile when he will turn green in the gills at \$10.00 extra on the price of a good bicycle over a cheap skate? Well, as I was saying, this gentleman came into my office recently and wanted a new pair of tires for his bicycle. I thought of what he would have to pay for just one auto tire, so I ventured, "Sure, I know just what you want," and I

sent up for a pair of Palmers. He looked at them critically, saying: "I guess they are all right—I'll just take them out to my car. How much?" Without batting an eye I replied, "\$15.00." May be I didn't nearly faint away when he handed over a \$10 and \$5 bill without a murmur. You see, he had been educated to it. This auto business is boosting the high-grade bicycle business. Of course, I returned the \$5 bill to him later on.

Did you ever notice that the "show four" or five (Chauffeur), of every rich man has to have a bicycle to use in emergencies. If you haven't noticed it you just look in any rich man's garage and you will be sure to see a bicycle of some sort leaning around handy.

It's no trick for a bicycle dealer to sell an automobile fiend a high-grade bicycle, if he works it right. If I were a dealer I'd camp on the trail of every new auto that came to town.

Just to show how the bicycle business can be made to pay at present I want to quote from a letter one of our Southern dealers sent in to our sales department—don't get nervous, keep cool; it isn't a testimonial. He says: "I'm going to let you into a secret. I commenced business with you in December, 1904, with a capital invested in your wheels of just \$125.00. In December, 1905, I found that I had, by turning my capital over and over, sold during the twelve months \$4,000 worth of your goods and invoiced cycles on hand at the time at \$125.00; in other words, as much as I started with. Competition is as strong here as it is in any other city. One of my competitors was worth \$10,000; another was worth \$5,000, and so on down the line. I was the bottom man in 1904, but I have a creditable rating now in Dun."

Gentlemen, is that an indication that the bicycle business is on the decline? Show me another vocation in which a young, healthy hustler can invest \$125.00 and do a \$4,000 cash business the first year. What one can do another can do if he has the same sort of ramrod up his backbone.

If I were a dealer I would have a big sign painted across the front of my store, reading:

"My name and my wheel both stand for quality. Test them."

If I were a dealer I would encourage amateur road races and other clean contests. The public soon learn to detest hippodroming. Track racing will never be revived in small places, while the riders are permitted to exhibit how slow they can ride in the start, how they can pocket a fellow rider and how they can spurt at the finish.

We Americans like fair play, and the vast majority would go wild at a track race where pocketing was eliminated and each contestant rode at his best from start to finish, allowing the first man over the tape to win. That sort of racing would become popular. The prizes should be cash and limited to small amounts.

It's a mighty poor advertisement to give, as a prize, a bicycle of one make when the winner has been mounted on some other make. It's wrong, in my opinion, to furnish wheels for first prizes, but if it is done the manufacturers should agree to offer their particular make of wheel only on the condition that the winner has ridden the same make. If he wins on a Barnes, give him a Barnes; it would be absurd to present him with an Orient or a Stearns.

I would call the attention of the public to the fact that there are more bicycle acts being performed all over the country at present, in circuses, street fairs and vaudeville houses than there has been for years, and probably more than any other one style of act, which shows that the appetite of the public is keen for the revival of bicycling sports.

The question of advertising is a serious one. I might say it is the vital question of every successful dealer.

This is a tremendous country of ours, and the conditions vary so much that advertising methods which might prove profitable for an Eastern town might be a waste of money in the West, or vice versa.

I should first investigate the existing conditions of my immediate locality before setting aside a certain percentage of my capital for advertising purposes. Next, I would draft up a lot of don'ts in order that my good money would not be poured into a sieve or rat hole, as it would be if I bought space in city and telephone directories, or bit at all the plausible tales of the well meaning but hurry-up fakirs who throw out bait for space in local programmes, cards, booklets, special industrial editions, etc. I should shun advertising blotters, desk rules and paper weights as I would a plague. I believe I am safe in saying that every man within the reach of my voice has either an advertising rule, blotter or paper weight in constant use on his office desk, and yet were I to canvass the house the chances are that not one out of every twenty could tell me what firm's name is stamped on any one of the articles mentioned. Nothing is of value as an advertisement that does not attract and hold the attention of the person seeing it long enough to leave some impression on his memory. Good advertising is anything that causes people to know, to remember and to act. The public yearns to know new things or to learn new ways of using old things. This can be done locally by judicious window displays, by posters, by the constant use of postal cards and circulars, all of which must be backed up by the constant use of space in local newspapers.

If there were four papers in my town I would use each at least once a week, and this would cover, alternately, the clientele of each paper every week. It isn't the amount of money you spend in buying newspaper space that counts so much as the way you buy it. In some localities a six-inch space once a week for twelve weeks will attract more attention than a one or two inch space used every day in the year.

Change the sheets of your advertising bed every week; it means thought and work and shows clean hustle. The world loves a hustler and distrusts a drone.

Put above all: I should avoid these so-called advertising colleges for advertising and salesmanship are practically the same thing, only on different lines.

Buy the best, then claim you have the best, and make the other fellows disprove your statements if they can. That's the sense, and advertising boiled down is simply the use of common sense.



G. J. BRADLEY and THEO. WEIGELE
Diamond Rubber Co.

"If I Were a Bicycle Manufacturer"

BY FRANK C. STORCK.

If I were a bicycle manufacturer I presume I would attempt to do a number of things that might not prove profitable, but I would bear in mind that after sowing the seed, it takes a reasonable amount of time and also considerable cultivation, before we can reap a profitable harvest.

Through my road salesmen, as well as by personal acquaintance, I would keep more in touch with the dealer than is being done at the present time.

Of late years the manufacturer has simply made certain models of his own choice and selection and expected dealers to sell them without reasonable consideration of what the dealer's customers demanded and inquired for.

If I were a manufacturer I would consider that if some suggested changes did cost a few hundred dollars for dies and special tools, these, nevertheless, would be a paying investment, both for the manufacturer, as well as the dealer. The manufacturer who can and does offer new features is the one who opens up new connections and also increases his sales with his old agents.

Changes in construction will certainly facilitate



W. F. REMPPIS
Reading Standard Cycle Mfg. Co.

the dealer making sales and exchanges with a goodly number of old riders who do not exchange at present, because they see no changes in their favorite makes and mounts. If some of these bought new bicycles this fact in itself would cause other riders to buy new wheels and cause others to learn to ride.

If the change were an improvement to the running quality, the life, or the appearance of the bicycle, then my sales would undoubtedly increase considerably, but, even if these changes were not an improvement, they would stimulate business decidedly, just so long as the changes were not detrimental to the bicycle.

If I were a manufacturer, I would reason that in as much as the "rich" man is not riding a bicycle any more purely as a fad, that it is ridden chiefly as a means of convenient and inexpensive transportation and this very largely by people of limited means. Many of these can ill afford to buy a good bicycle and pay cash for it. Others desire to trade their old mounts when obtaining a new wheel, in which case I would realize that the dealer had to assume financial risks, clerical work, collections, etc., and also have to allow more than the actual value of the old wheel. This simmers down to the fact that a bicycle dealer could not market bicycles profitably on instalments if he received 25 or 30 per cent. margin on list prices. I would realize that most of the successful dealers to-day sell on instalments profitably by pursuing certain policies. I would make a study of these policies; embody these with other suggestions, have them printed in folder form and mail to my agents. This I am confident would increase sales, both by starting some smaller cash dealers into trying the experiments that have been successful with other dealers, and also by showing regular instalment dealers some advantageous wrinkles not previously thought of by them. To facilitate this branch of the live dealer, I would invariably list my various models at a cash price and also at a time price, on the latter adding from 10 per cent to \$5.00 per wheel. This would give the dealer a large enough margin to pay for time spent in collecting and also for trading old bicycles.

I would write to all my agents asking their opinion as to list prices on instalments, also offer to furnish catalogues without prices and have insertion slips with prices for cash and instalments, for dealers to use if desirable.

One leading maker has furnished catalogues without prices for some years and I have heard considerable favorable comment. Another publishes prices, but lists the models \$5.00 higher than most makers, but sells the dealer at the same wholesale prices as other makers do their model which lists at \$5.00 less. This manufacturer stated to me yesterday that this policy of listing amply high to give dealers a chance to turn trades, was a great help to his business. Of course, I would realize that the dealer, in selling for cash, would use his own dictations as to price, but I would insist on every dealer signing a contract which embodied the minimum price at which each model would be sold, so no dealer could cut prices below this minimum price without violating his contract. The instalment "habit" is growing enormously in America and is a large factor in increasing sales and there is no legitimate reason why more bicycles should not be sold in this manner. In most places the risk is very little, and, if the dealer makes a little study of the proper methods, he might as well add those profits to his coffers.

I would realize, however, that most dealers do not keep in touch with other dealers' methods, and that it really, to-day, is up to the manufacturer to investigate these methods, systems and policies and give the dealers a chance to look matters up thoroughly. Then the road man can point out many features and keep the ball rolling, and I am positive that my sales would increase. So would the dealers, and their time sales would induce many cash buyers to purchase a new mount instead of doctoring up their old junk. By means of such increased business the dealer would also sell more sundries, do more repairing and be in better position to pay his maturing bills, which in itself is no small item to the manufacturer.

I would realize full well that many dealers would at first throw up their hands in horror, when instalment trade is mentioned, simply because they, at some time, did an instalment business without doing it in the proper way, and therefore lost money.

I would prove to him that most failures in all lines of business were due to lack of proper knowledge how to do business successfully. I would out him in touch with agents who have more than doubled their sales by selling on time, and have done so successfully and very profitably.

If I were a manufacturer I would publish a decent catalogue that would inspire confidence with the public, as well as the dealer, instead of getting out a folder or something that reminds one of the "advance sheets" of the good old days gone by.

If I were a manufacturer I would not endeavor to dictate to my agents as to what make of tires, bars, etc., they should sell to their customers. In some places the local conditions are such that it is impossible to sell certain makes of equipment, particularly tires, and where this is the case, I would give the dealer reasonable options or allow him the full wholesale value on tires, etc., so he could supply what his trade demands.

If I were a manufacturer I would systematize my business in such a way that I would make prompt shipments during the rush seasons. To facilitate this, I would insist on my road men keeping in touch with what the dealers' requirements are likely to be. I would make it a strong point to sell my largest dealers a reasonable amount of "stock," order to



J. W. ASH
Hudson Mfg. Co.



I. SCHWINN
Arnold, Schwinn & Co.



D. C. SPRAKER
Kokomo Rubber Co.



F. C. ROBIE
Excelsior Supply Co.

be delivered by freight just before the rush season sets in, and give him reasonable datings on such orders, always provided that he has bought previous goods on regular terms, and actually buys these goods so as to save transportation and to be certain that he will have the goods on hand when the rush sets in. This policy would relieve the factory strain considerably at the time when it is pushed to its utmost. The time and worry saved and the additional business caused by prompt shipments, would pay the interest on the datings many times over.

If I were a manufacturer and sold goods in various parts of the United States, I would arrange to have some competent and responsible agent to carry and supply parts and replacements to agents in that part of the country, so dealers and riders could obtain parts and replacements without loss of considerable time and expensive transportation.

If I were a manufacturer I would stop to consider that in any little burg you can buy a box of chocolates or boudons, where a few years ago you could only buy the familiar lemon or peppermint sticks. This merely demonstrates that higher and better grades of goods are being sold and dealers can sell good goods just as well as junk, provided they put their shoulder to the wheel properly.

If I were a manufacturer I would thoroughly realize that the live and ambitious "comer" with his fresh vital energy is usually a much more desirable dealer and agent than most "has-beens" who have hardly enough energy left to ride a bicycle, much less to sell one.

"Publicity Without Price."

BY R. G. BETTS.

The Bicycling World.

On occasion such as this, when one manufacturer meets in the open a number of other manufacturers in the same or kindred lines of industry, likewise a number of his own customers and the other fellows' customers, I have been told that the truly wise man when called on to lift his voice says as much as he may without saying anything. It is, as I understand it, evidence of marked ability if the speaker is able to leave his hearers in the condition of that famous Irishman, who, having listened to a sage deliverance, was asked if he thoroughly understood the matter. You all remember Pat's reply, "I know what you said all right, but I'll be damned if I know what you meant."

I am not a manufacturer, and from my connection with an establishment which has advertising space for sale, it may be that the subject of this paper, Publicity Without Price, would seem to indicate that there is salad sprouting in my hair. As, however, we are practically all of one large family, and as there is now but one publication devoted wholly to cycling interests, and though—as some of you who have encountered its advertising men have reason to know—publicity in its advertising columns still costs a few dimes, I am glad to deal with that publicity which is obtainable without price, even in the publication in question—although the man represented in the advertising pages is likely to get ten times as much of it as the one not so represented.

Publicity of the sort is alike good for the men and their manufactures, and for the publications; it is one of the things the cycling interests require, and has long required, although it is but recently that

they awakened to the fact; but not even the form the awakening has taken will serve individual interests—each must serve itself. In a general way, it is the object of this paper to indicate how such individual interests, as well as the general interests, may be served.

The crux of the whole matter is simply this: This in an era of press agents—an era of taking one's light from under the bushel and of tooting one's own horn, and the manufacturer or merchant who does not appreciate the fact is permitting golden opportunities to go to waste. It is a misfortune that wastefulness of the sort is so abundant. It is the press agent who obtains publicity without price, and who obtains it in measure corresponding with his ability, for a really clever man can practically build houses without bricks, and this without too great resort to flights of undiluted fancy.

It is an unfortunate truth that in the considerations of the average manufacturer and merchant publicity without cost, which may be also styled priceless publicity, comes last. The manufacturer produces his goods, and the merchant stocks them for sale. Up to a certain point the production and sale is safe and easy. It is when the manufacturer produces more than he is able to sell, or is able to produce more than he is able to sell; and when the merchant is not able to dispose of all of what he may have in stock, or when he aims to dispose of more than it is his custom to sell, that this publicity without price is of greatest value. It is ample refutation of the libel that it is impossible to get something for nothing.

When these conditions confront the manufacturer and the merchant, that is, when they have overstocks to sell or their facilities are such as to render desirable increased production or sale, we all know what is their custom. The staffs of the traveling salesman, or the store salesman, is at once increased, and the typewriters in the sales department begin to work overtime. The unfortunate salesmen are informed in substance that they simply must sell more goods. Unless, as occasionally happens, he is authorized to shade prices a little, he is given no tools with which to effect the desired increase of business. If his efforts fail, the blame is laid at the door of the poor devil on the road, when as a matter of fact the fault lies at the fountainhead.

I mean to say, and I make the broad and general statement, and make it unequivocally, that the organizations in nearly all business that amount to shucks have one great foundation stone lacking—the foundation stone of publicity. If it is important to produce goods, or to stock up a store with them, it is even more important that more of the goods be sold in order that the business may grow, that is that more of the goods may be produced and sold. The way to do it long has been plain, but never was it so plain as to-day, even if it is not properly followed. The publicity man is as important a factor in the success of any business of moment as the factory superintendent or the sales manager, and one of the right sort is worth as much money, if not more. He should be as much of a fixture as either of the other two. Instead of, as at present, being the last to be considered, when he is considered at all, he should be one of the first to claim attention.

There is nothing new or startling in this dictum. The press agent, or the publicity man, who is one and the same personage, is not well known to the cycle industry; but it is a rather curious state of affairs that he was not more numerous, and most

active, and obtained the largest salary at a time when he was least needed—that unfortunate time when the world went daft over bicycles, and when people were standing in line with fat wads in hand and falling over themselves in the mad effort to exchange them for anything having two wheels, two pedals and a handle bar. Nearly all of those present can recall those days, the days of champagne and cherry cocktails, of expensive racing teams, white duck trousers and souvenirs; of house organs and the thousand and one things designed to create and maintain reputations and sales, and to obtain publicity.

Exactly the same conditions exist to-day in the automobile industry. No automobile establishment is complete without a press agent. When the mad frenzy spent itself, the press agent lost his job. His was an easy berth in those days and he lived on the fat of the land. Perhaps he was responsible for the unfortunate boom—perhaps he was not. At any rate, he was a very vital factor and his work was easy. Instead of seeking them, newspaper reporters sought him and withal sales came so easily that the quality of his work mattered little. It is not in times of unbounded prosperity, however, that the publicity man truly earns his salt. He is of real value and of vital necessity when the production exceeds the demand; or, as is the case in the bicycle industry, readily might be made to exceed the demand. It is not by scattering salesmen to the four winds, or by working typewriters over time, nor by cutting prices, that demand will be stimulated. That thing that we call the public is a queer conglomerate—it forgets easily and is ever worshipping new gods. Many wise men have spent millions establishing a reputation and then ceased spending and laid back in fancied security only to receive a rude awakening. They had not reckoned well with the forgetfulness of the public memory, nor with the growth of a new generation which knew nothing of their reputation. It is only by persistent polishing, by persistent spending, by keeping everlastingly at it that the halo can be kept so bright that all must see. If it is the Smith bicycle, or the Jones bicycle, that is dinned into the public mind, it is the Smith or the Jones that will be sold in greatest numbers—it is inevitable. When you yourselves are in want of an article, you well know that you ask for the known article, and if you ask yourselves why you ask for this known article, you will have touched a mainspring that well may be incorporated in your own respective business. I say this: while your co-operative publicity bureau, which is about to undertake its labors, will by constant dinning of the mere word bicycles, cause more bicycles to be sold by each of you, the man who supplements the work of the bureau by adroitly dinning Smith bicycles or Jones bicycles will obtain by far the greater measure of reward.

This dinning is an art, and whatever language may be used to suggest it to the average manufacturer or merchant, the answer usually is the same: "Too busy," or "It may be all right, but I have my doubts."

The "too busy" is a mere figure of speech. The gentlemen who give voice to it usually has reference only to himself, and even if he would, he is not fitted for the dinning, that is, for obtaining publicity without price. That, as has been stated, is in itself an art and requires the services of an artful man well schooled in the art. To-day every bicycle factory in the land, and in many of the factories producing bicycle parts and accessories, there is much fragrance wasting "its sweetness on the desert air,"

solely because the press agent is lacking to turn it to advantage.

Some of you gentlemen in the cycle trade are wanting largely in enthusiasm; others among you are suffering from a false idea of modesty or dignity. To you, publicity such as that of which I speak suggests shouting from the housetops, or the methods of the circus or the red lemonade man. As a matter of fact it is nothing of the sort. I cannot better illustrate my point than by comparing the conditions that exist as regard bicycles per se and motorcycles. In one department, enthusiasm is lacking; in the other, it is the rule.

The motorcycle manufacturer whose product wins a quarter-mile sprint, or a half-hour merry-go-round, throws a spasm of delight and does not rest easy until the "greatest victory" is recorded in big black, or red, or purple type. If Dr. Sawbones or Lawyer Blackstone purchases one of his machines, that fact is heralded to the four winds; and the tire man and the spark plug man, and all the others echo a vigorous "us, too." The motorcycle maker issues placards, and pictures, and circulars proclaiming such facts; he sends the news to the papers, at least after a fashion; he is painting the trees and dead walls with the name of his product. If he adopts a new shape or size of bolt or screw, or changes the color of his grips or the location of a battery box, or the position of his motor, the improvements are announced unmistakably. His enthusiasm is contagious; it pervades his staff of traveling men and his agents—they are by such methods keyed to a fine pitch. Their hearts are kept in their work.

There is nothing original in these methods; they are identical with the history repeating itself. They are identical with the methods employed by bicycle manufacturers less than a decade ago. They are identical with those employed by the automobile manufacturers of the present.

We all know the conditions of the motorcycle industry of to-day; the demand far exceeds the supply. We know as well the conditions of the bicycle department of the industry; the demand does not exceed the supply by several jugsful. Why? Is it not because such enthusiasm and such methods as prevailed when they were least necessary have been permitted to be dissipated?

Bicycles are still winning quarter-mile sprints and half-hour merry-go-rounds; their riders are still piling up centuries and enormous mileage totals; manufacturers are still contributing prizes to assist achievements of the sort. Do they receive any return therefor; or, if not, why? If proclaiming, and placarding, and heralding, and in general creating a hurrah over such men and affairs as sold bicycles in former years, and as are selling motorcycles to-day, why would that not sell them to-day?

I mean to say that if in a factory it is the business of someone to follow up current events, and not only to collect such information but to herald it in such ads. as may be carried, and to transmit it in red, purple and green ink to the travelling men and agents, it will do much to enthrall each of them and to show that there's a lot of life in the old trade yet. As it is now, such material, generally speaking, is permitted to go to waste. It is no one's business to collect it or to disseminate it. It would be one of the duties of the publicity manager, if there was a publicity manager. Nowadays, all of those in the factory are "too busy to fool with such trifles," which apparent trifes, however, might be magnified until they assumed substantial shape and returned substantial interest. Such work would be, however, but a small item in the services that a clever publicity manager might render.

In every establishment, things are constantly occurring—the factory principals have views or opinions that are of interest and constitute readable interviews; the factory is being visited by agents from at home and abroad, each of whom "say something"; improvements are being made in the product; letters from agents, or travelling men or riders transmit the news of a notable sale or achievement, or word of some serious or amusing incident or a picturesque photograph—the publicity manager would encourage such communications and from each properly written, can be created good copy for almost any publication. Each communication of this sort could be made to serve the purpose of obtaining publicity without price. That is to say, they readily may be made to answer as pegs on which to hang the words Smith bicycles or Jones bicycles, or Smith factory or Jones factory, which is the end to be sought.

You gentlemen who are not familiar with the publishing business have small idea of the welcome that on occasion is accorded by editors to a well written interview, or item, or story; that is, when copy is short and there are printers to be kept busy or an inch or a column of space to be filled. When pressed, editors have been even known to use matter which would scarcely pass muster as being half well written. Of course, editors are human, and are sometimes given to suspicions. They will not pass as reading matter what is too plainly a bald advertisement, or too clearly an effort to "work the press." Any item or story which incorporates those fulsome but worthless statements which so often tickle the vanity of manufacturers or merchants would be sufficient to immediately consign to the waste basket the efforts of any man. I refer to those exquisite productions which recite that "Mr. Thomas Smith, the genial manager of the Jones bicycle, the best bicycle in the world," etc.

One can never tell when a good press item will "strike fire." Printed in one paper of repute it often is copied and recopied until it travels the length and breadth of the land, and thus attracts more notice and affords more publicity than the

average merchant can conceive to be possible. Pure reading is the most expensive kind of advertising—and by many it is held to be the most desirable. It is, therefore, well worth striving for. In our own now restricted field, personal willingness to afford advertising of the sort has achieved amazingly meagre results. There are those within my hearing who can bear witness to the receipt of letters asking that description of improvements in their products, or illustrations thereof, be forwarded for gratuitous use. If their memories are good, not a few of them may recall that more than once they have responded that they were "so busy" they "could not give the matter attention," and respectfully referred the inquired to their respective catalogues which, in nearly every instance, were dumb or vague on the point concerning which information was sought. It is but an instance of serviceable material that would help sales that is permitted to go to waste; and, as always, "too busy" is the chief excuse, although some of the "busyness" at least is being directed in other less profitable channels in the effort to increase sales. Were there a publicity man attached to such establishments, he would not await the receipt of such inquiries, nor would he announce every improvement in one item.

This manner of service is sometimes termed "working the press," but it is perfectly legitimate and if as previously stated, the effort is not too bald, there are very many publications that would welcome the "working," just as many of them welcome the receipt of an attractive photograph. The clever press agent realizes that a photograph obtained at an outlay of \$2 or \$3 or \$5 is, therefore, well worth while. But writing interviews and stories, and collecting and disseminating the news of achievements or "working the press" is not the sum total of the publicity man's domain. In the not distant future, I believe it will be discovered that he is the right arm of the sales department, if, indeed, the sales department itself does not become the appendage of the publicity department. When an agent or customer desires help or encouragement, or it is desired to make goods move, I believe the publicity man will be the man who will be able to make the help or the encouragement take substantial form. At present, when such a situation is presented, the practice is for the sales manager to write the travelling man a get-a-move-on letter, or to dictate a pleasing letter to such an agent or customer; or, possibly, to have the travelling man pay him a visit and give him a handshake, a cigar and, what is vulgarly termed "a jolly." Instead of handshakes, or cigars, or "jolies," it is my opinion that the shrewd manufacturer or merchant of the future will have his publicity manager visit such an agent or customer, or at least place his expert services at their disposal. Ability to write a fetching letter or advertisement, or to dress the show window or bulletin board, is not within the province of every man, least of all is it given to the great majority of those engaged in the retailing of bicycles and accessories. That these men would appreciate the assistance of one equipped with such ability, and that this service would return more tangibly to the manufacturer than the handshake or the cigar or the "jolly," scarcely admits of argument. Such service can be, and I believe ultimately will be rendered by well regulated publicity departments. The average retailer does not "go after" business; he waits for it to come to him. If he appreciates the "pulling" value of a well written letter, he is unable to indite one.

Many years ago I recall reading how a local



W. J. SURRE
Corbin Screw Corporation

merchant greatly expanded his business merely through the medium of well written letters. It left a deep impression on my mind. He was in the dry goods trade and was possessed of the ability to write fetching letters. During odd moments it was his practice to have his clerks copy such letters, often enclosing a sample of a particular cloth, or calling attention to a piece of printed matter which he enclosed. These letters were not printed, and each recipient supposed he was the special object of the dry goods man's attention and was flattered accordingly. It is a part of the story that this man amassed wealth. I have reason to know that this method was tried in one instance in the bicycle business. The letter that was written resulted in the unusual spectacle of at least two spanking teams driving up to the bicycle dealer's modest establishment, and the sale of two of his highest priced machines. I am convinced that such letters can be made to sell not only many more bicycles, but that the dealer who will constantly make use of them will dispose of a vastly increased quantity of accessories as well.

The retailer, perforce, cannot retain the services of a man competent to do such work; but, as suggested, the manufacturer or the merchant intent on increasing his business can make a tea-strike by placing the services of such a man at the disposal of his customers. Letters of the sort—and they are not the kind that a man can dictate offhand to a stenographer—may be made to serve many purposes—purposes that will tend to make a manufacturer the agent's "friend for life."

Of right, when a manufacturer of either bicycles or accessories has anything to do in the way of overstock, shop worn goods, or other bargains, first choice of them should be given his legitimate agents. I am aware that this is done in some instances, but the great drawback is that the average agent is not fitted to take advantage of or to make the most of such opportunities. If, with the offer of the bargain, the agent was also offered such a smoothly-flowing form-letter as the clever publicity man should be versed in composing, and as would fit each case, I believe that the agents would more readily avail themselves of the goods and even more readily dispose of them, whatever might be their nature. Such form-letters would serve not only in the case of so-called bargains, but in the case of new creations or of fresh stock as well. They would enable and encourage the agent to "go after" business as he should "go after it." They would enable him to better combat the ways and wiles of odoriferous so-called storage companies and other cut-throats, and to reach into those neighboring villages and hamlets and specks on the map generally which constitute the strongholds of the mail order houses. And mention of the latter suggests that cleverly worded letters and literature such as I have in mind, is the foundation and mainspring of the mail order business. The way to meet it is with letters and literature of the same sort, or a little better if possible. The mail order houses have very many of the country editors, or members of their families, riding their bicycles solely because of their clever positions. They offer the editors a bicycle for part cash, part advertising, and usually with a few reading notices thrown in. The "part cash" generally is sufficient to pay a profit, so that the publicity costs the mail order people nothing. This is one reason why mail order bicycles are so often seen advertised in rural papers. There is no patent on the method; it is perfectly legitimate and there is no doubt that many more high grade and reputable bicycles would be advertised, sold and ridden in such communities if their manufacturers made use of such methods. The resulting advertisement could be made of real assistance to the nearby agents, and also could be so worded as to "spike" the mail order and malodor brigade on their own dung hills. I have heard it said that the mail order houses pay big salaries to men whose chief duty it is to lie awake nights concocting new schemes and composing adroitly worded letters and literature in furtherance of the schemes, and if what we term the legitimate trade is to advance, or even hold its own, that trade must employ men as able, and for the same purpose. They must know the difference between mail order and malodor goods and the "real thing," and keep everlastingly at it.

It is a rather rambling way, I have sought to show how this may be done. Perhaps I have touched only some one of the "high spots" in doing so, but I hope enough of them have been touched to clearly point the way. I am aware that it may be said that some of my suggestions savor of paternal merchandising, but if so I say make the most of that form of merchandising. It will draw you nearer to your agents, and draw your agents nearer to you, which would not seem to be a very objectionable result of so-called paternalism.

I have heard at least three men of some standing in the industry give voice to the opinion that they will sell just so many bicycles, and no more, each year; and they are right—to the extent that no more of them will be sold if nothing but cobwebbed and traditional methods are employed to prosecute their sale. It may be that bicycles have become a staple commodity, like bread or wheelbarrows, but I believe that the sale of a wheelbarrow that is a little better, or a little different from other wheelbarrows could be tripled by intelligent publicity, just as we all know the sale of even so common a commodity as soda crackers has been doubled or quadrupled by the same element. The bicycle in one form or another appeals to, or can be made to appeal to practically every human being who is not on crutches or in a cradle. It is good for each and all of them—a good one is better for them than a poor one. There is nothing so economical, so convenient, so ever ready for health or pleasure, or for mere utility.

There is no reason why every person in the universe should not be possessed of one, and that is the end to be sought. The motorbicycle has silenced even the croaker who considers pedalling a bicycle "too much like work." All objections have been stilled, and it remains for those in the industry to earnestly and intelligently make the most of the unparalleled creation for which they are responsible. If my words convey suggestions of such an irrational craze—boom as once obtained, I ask you to believe that nothing is further from my thoughts or desires. I have no idea that every person in the land will be induced to purchase a bicycle, and I would not if I could bring about such a boom, but I do believe that there are tens or hundreds of thousands who can be induced to buy bicycles by well directed effort of the right sort, and whose use of them will be sane use and not abnormal abuse as once was the case.

Some of you may recall the story that was once attached to George Sherman who is now helping our old friend Remppis sell Reading Standards. At the time, Sherman was exploiting motor bicycles at the St. Louis Exposition. As the story goes, he fell in with one of the more intelligent Indians who formed a part of the St. Louis show, and sought to interest him in motorcycles. He told him all about carburettors, pistons and compressions, spark coils and spark plugs, to all of which the Indian was most attentive. At the end of half an hour, when Sherman's chops were dry, he inquired of the redskin.

"And now do you understand all about it?"

"Ye-es," responded the original American, "I understand all except one thing."

"And what's that?" eagerly asked Sherman, hoping to make clear some small point which he had overlooked.

"Well," said the Indian, slowly, "I understand everything except what makes the machine go."

If I may say it without too great assumption, I fear that by far the greater number of manufacturers—not to say an even greater number of retailers—thoroughly understand all about everything except what makes goods go when it is most desired to make them go. Their productive processes are perfected at the expense of the sales department. The sales department is made up of a manager, typewriters, and travelling men, and that is the beginning of the end of it. While new machinery and newer and better methods in the factory constitute an increasing study, the sales department is usually left to shift for itself, or to drift in the same old and too often stagnant channels. The most important feature of it—the power that makes the goods go—is overlooked or minimized. It is nobody's business, and everyone else is "too busy" fretting or fuming about stagnated sales to "bother with it." That power is publicity, and publicity means much more than a display advertisement in one paper or a dozen papers. It means such things as I have endeavored to point out, and more of them. It is the spark of twentieth century merchandising that electrifies factory, sales department, travellers and customs, and constantly applied is the one that keeps them energized and enthused; and no man can supply that spark who is not specially fitted for it, nor even then can he do so if he must devote himself to other duties part of the time. If publicity of the right sort will quadruple the sale of soda biscuits, or is good for the be-millioned Standard Oil Co., it ought to be good for the bicycle business—and there is so much publicity that is to be had without price that it would seem worth striving for. Few manufacturers or merchants have even begun to faintly realize how much of it is obtainable, or how immensely valuable it is to their own businesses. To the man who doubts that publicity brings returns, it was one of the masters of the art who advised that in the smallest type obtainable he offer a yellow dog with every catalogue, to which I would add that if any doubter, who would save the cost of yellow dogs, will give me permission to print in three lines in an obscure corner that he is a horse thief and that his goods are made of punk, I will bring him such returns from Maine to California within a week as will cause him to sit up nights for an extended period.

"The Motorcycle as a Trade Stimulus."

BY W. F. REMPPIS.

Reading Standard Cycle Mfg. Co.

The motor vehicle, such as the motor bicycle and the automobile, is assisting, to a certain extent, in promoting the sales of bicycles, but not to the extent that, perhaps, a great many imagine. From observations of the class of people from which this slight increase is made, it may be said that it is not from the ranks of the old-time riders that made the sport popular and the industry prosperous.

There are features pertaining to sales of motor bicycles that somewhat conflict with the methods used in selling bicycles, and it takes much diplomatic action and kid glove handling to arrange and adjust matters, and that is in the method of selling a motor bicycle to the agent who handles a line of bicycles. On the bicycle we extend credit, on the motor bicycle we do not; we sell for cash on delivery, therefore, it is a very hard matter to bring the agent around to that point where he can see these two features in the proper light. This is a rather difficult task, but at the same time it must be carried out to the letter, because otherwise the manufacturer, who sells a motor bicycle on open account, at the present stage of the game, will have a fall, and is likely to see an early finish to the reputation of his machine and his financial standing, for while it is



H. S. WHITE
Shelby Steel Tube Co.

possible for us all to get a fair line on the amount of financial credit the agent is entitled to, no one can get a line on the amount of patience he possesses, and the cheapest and safest way for the manufacturer to find the limit of patience with those dealers, who know very little about the motor question, is to adhere strictly to a cash basis as the other method, that of extending credit, will be found very expensive. No matter how high a grade in quality and how efficient such a vehicle is, ignorance will for a long time prevail, and only those who have invested and paid cash for a motor bicycle will hurry to be its master, while under the credit system they will hurry to get it off their hands and back under the maker's roof.

These few remarks on this aspect of the motor bicycle industry are worthy of every consideration by the manufacturer who is contemplating taking on this industry, as they are the result of close study, observation and experience.

The motorcycle problem is far greater than that of the bicycle. To-day almost anyone could enter

the field for the manufacture of bicycles. While it may appear just as easy to manufacture motorcycles, I can assure you, from past experience, that such is not the case, in fact had I realized or known the stages through which I had to pass, I doubt if I would have taken the matter up; although now that I have passed through and gained this experience I am not the least bit sorry.

In order to produce a motor bicycle that will give satisfaction and in which is embodied, power, speed and simplicity, one must find the skilled and experienced mechanic with a skilled touch to produce them, and although one may purchase the motor from another maker, these men are absolutely essential, and I wish you all the joys and pleasures in finding them. This was a problem which to me at first looked indeed simple, but to-day I know different.

We have been compelled to do lots of missionary work and get in close communication with the dealers and the public in order to promote the growth of the industry and advance the same to where it is now. I believe that if the same methods were used in the bicycle line, they would prove successful in the end, in fact we have tried them to a certain extent and have obtained results that are gratifying, consequently I am of the opinion that if the manufacturers of bicycles will devise similar ways to interest the public and embody them in their policy, they will be greatly benefitted.

We all know that the majority of the bicycle dealers are like barometers. The weather conditions affect their spirit and courage. Most of the time they appear all blue and it is seldom that one can be found who is continually all pink. The pessimistic dealer is constantly crossing bridges that were never built. He seems to have little faith in himself and much less in the bicycle business. He takes on courage the first of April and loses it somewhere around the last of July; from that time on to the next April he is above all others the prince of knockers, as far as bicycles are concerned. He is even apt to belittle his own business instead of boosting it as dealers in other lines do; to talk it down instead of up, and then complain that people do not think much of the bicycle any more.

If we can show him the way and inoculate him with the proper spirit during that pessimistic period, it is to our interest and welfare that we do so. If the dealer could only keep his spirits bright, he would grasp many golden opportunities that now pass his door and instead of constantly mending on the manufacturers' methods, he would start reform at home and sweep his own door step first. It is partly conditions as these prevailing among many dealers that hold back the motorcycle industry of the United States. So far it has been the dealer who made or helped to make the demand, but the manufacturer who communed with the public direct and by thus creating interest and a demand for motor bicycles, forced these dealers who seemed to have this continuous performance of the blues to take up their sale. The majority of them stood ready at first to turn down the motorcycle, and to even sneer at it. It was up to a few manufacturers, up to a very few makers to send their missionaries from town to town to show up the superior qualities of their motor bicycles to the dealer, who in some cases would not even listen, and not always because he was too busy and could not spare the time. The missionary had to hang on with courage and a vengeance and often had to secure the interest of the natives and inoculate them with enthusiasm before he could interest the dealer sufficient to make him see that it was worth his time and labor to take up the proposition. It took constant plugging in this manner to get some of these agents ready and willing, but now they are slowly coming in under the motorcycle banner. Still many lack faith in the motor bicycle, as some do in the bicycle, and unless "ye have faith ye can do but little." Some of the cycle dealers you know have almost forgotten how to mount a machine, although there are others, wide-awake and progressive agents who have always done good work and deserve every credit and success. But the manufacturer also can have conceived in his sales department methods and ideas that will convert as well as assist the dealer so that he can create a demand. If we look back into the past history of the cycle industry, we can clearly see that it was the good live dealer with plenty of ginger, snap and go in him, who combined with effective advertising and publicity methods, largely created the demand and boom, and there is absolutely no reason why this enthusiasm cannot be revived or started anew with the sons and daughters of the old bicycle rider, who are at this day the age of those that rode bicycles in the boom time of the industry. Perhaps some of the fault is with ourselves. We have passed through rough seas, we have clothed ourselves with caution and are perhaps a little too conservative. If each and every dealer was to induce or connive in some way to get three or four young lady riders in his neighborhood to purchase machines there would be at least three or four more following suit, this would make a total of seven or eight in the neighborhood, and this as you know, gentlemen, would mean fifteen or twenty young men, chasing the afore-said young ladies on bicycles.

I believe if the manufacturer will spend some time in endeavoring to show the dealers the way to land sales and devise inducements to make sales for them, that the bicycle industry will be greatly improved. If the manufacturer should lay out a few lines of ~~ad-~~ to work on the public in the



CHAS. A. PERSONS
Persons Mfg. Co.

immediate neighborhood of their agency and having them call to look over their lines and consider a bicycle, that the dealer would certainly wake up and get some life in him after that. This could be done by the dealer supplying the manufacturer with the names of some of the best people in the immediate neighborhood, as some live dealers in motor bicycles are doing, and the manufacturer sending them the proper lines that will give them a hypnotic suggestion and convince them that they need bicycles for the family. If the bicycle manufacturer and dealer would employ some of the methods used in the motorcycle business, it would certainly act as a stimulus and result in increased sales.

The men who sell breakfast foods, work the health, brain and muscle stunt—and I honestly believe we would reduce the sale of such articles, improve the condition of the human race, and abolish much of the indigestion remedies, and create a large demand for bicycles, by inducing and convincing the public that they are in wrong, that it is absolutely essential that they must have exercise which can only be obtained through the use of a bicycle. Also by picking out some very pretty places in the suburbs, telling them about them and mentioning the fact that aside from walking they can only be reached by the use of a bicycle, and if each and every manufacturer will endeavor to get in closer communication with the dealer than he is at the present time, our opportunities will be greater and our bank accounts larger and this also can be done by constant and faithful missionary work, as is employed in the motorcycle line. I will cite a case in another line which proves this: There was a certain party who went into the manufacture of iron bedsteads, his trade grew very slowly; there was also a certain young man with some brilliant ideas and plenty of nerve who got in touch with this manufacturer and made agreeable arrangements with said parties. This young man started out from house to house to make a personal canvass, and induced thousands of people to give up their wooden bedsteads and replace them with iron ones. The young man being in it for all there was, would not let any opportunity pass, would take the old bedsteads in exchange to sell in another town to be chopped up for kindling wood and then sold. Through this combination the manufacturer's business grew large and profitable, and the young man made a handsome income. This was a case of faith and missionary work, a hard proposition to undertake, but faith and missionary work is essential to stimulate the bicycle industry.

Another illustration of this statement is in the report of the Sears, Roebuck Co., who, in 1905, sold \$634,941 worth of bicycles and material without even the aid of agent other than their catalogues. We will take for granted and we know that these were cheap wheels, also that they went to cheap people. Very few of our agents ever consider or think of spending a few dollars in postage stamps to mail our catalogues throughout their neighborhood, but the majority of them are like our old Dickens's character Micawber—"waiting for something to turn up." And when something does turn up, neither their store, stock or themselves are in fit condition to induce trade or to take full advantage of the opportunity. The value of good goods, of tidy appearance of store and person, so vital to induce confidence and sales in any line of trade is entirely disregarded by many. In addition many agents in total blindness that they are going against their own interests delight in selling a cheap skate of a bicycle at a small profit because it is easy, rather than a good bicycle at a good profit with a little more effort but far more satisfaction and this is as much responsible for the present state and standing of the bicycle industry as anything.

The motorcycle manufacturer hopes that his industry will avoid the rocks on which the bicycle industry came to grief by making quality and not price the first consideration. The man who makes his motto "Not how good but how cheap" is the only one danger of the motorcycle industry.

When you can enthuse the bicycle rider again and make him proud of his mount, the same as we enthrust the motorcyclist and make him proud of his mount, the same as the automobilist with a good machine is enthusiastic over it, then the bicycle industry will come to its own and with it self-confidence and the public esteem for the bicycle business which is still looked upon by some with derision—by some considered as dying out, and some even regard it as almost illegitimate. But the manufacturer and dealer can with pride point to the benefits derived and the blessings and improvements that have sprang from the bicycle business, revolutionizing as it has been in industrial ways and mechanical development. From the bicycle industry has sprung the automobile industry, as well as the motorcycle industry, through it the art of stamping, drawing seamless tubing and seamless goods have been developed and encouraged, as well as other industries. It has been the factor of bringing out the ball-bearing principle, which revolutionized machine building as well as transmission. The bicycle business has stimulated not only the machine business but the tire industry, and almost every other line of industry. It has improved the value of suburban properties, (and the distance has been made but a thought by the aid of the motor bicycle), and has been an important factor in developing trolley lines. It has employed and set to thinking the brightest men and the mechanical geniuses of the United States. It has induced marvelous activity in the field of improvement and invention.

And let us not overlook the moral influence of

the bicycle. The rider of the bicycle or motor bicycle must if needs be a temperate man, and with a healthful open air exercise and consequent improvement morally and mentally. It has developed love of nature and has brought the city child in contact with it. It sharpens the intellect as well as the appetite.

It is still the democratic vehicle of the mechanic and millionaire alike, although the great favor in which it was once held has abated.

The motorcycle will help restore interest in cycling in general; we even hope that it will gradually reproduce some of the old-time enthusiasm and prosperity that once prevailed in the bicycle business.

As the bicycle manufacturer can look back with pride upon the material, physical and moral influence of the bicycle in the progress of civilization, so the motorcycle manufacturers look forward to the enlargement of this achievement and to further progress.

The sport, pleasure and pastime the motor bicycle affords can never be fully realized by any other than those who use them. Each and every rider of a good motorcycle shows his appreciation and enthusiasm by taking it up and inducing others to take it up. At the various automobile race meets where they hold motorcycle contests, the motorcycle always creates more enthusiasm, interest and sport in one race than the cars do in the entire meet. The motorcycle industry will grow strong and healthy because it fits the sports and pastimes of men with the greatest degree of satisfaction, and it also fits into commercial life, where it will give the same satisfaction within its sphere and at the least expense of any power vehicle yet presented to us.



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While the prospects for this industry are bright, a word of caution to any manufacturer who contemplates going into the game, and one of caution to the dealer who contemplates taking on the agency, are not amiss. Be sure that you have a motor bicycle which has embodied in it simplicity, power, durability and workmanship to give entire satisfaction, which means a motor bicycle built strictly of high-grade material by high-grade mechanics. Those who would deviate from this policy or have an idea that they can do so by placing on the market cheap, trashy things, will suddenly awake with all loss and no profit; but what is worse, they would without a doubt, retard this industry that has been so slowly but surely developed into a healthy condition.

So the motorcycle gives promise to the manufacturer, and the retailer, according to the energy, time and attention they give to it. It is the stimulus which each individual gives it that collectively will result in the greatest stimulus which the motorcycle industry can receive, and as the family is affected by the well being of one member, so I hope the bicycle industry in general will be stimulated through its brother, the motorcycle industry, since the more distantly related member, the automobile, is too aristocratic to concern itself with its poorer relatives.

There is nothing better for health in general than cycling. There is no more pleasant pastime and exercise. It saves time and energy. It's a clean enjoyment and clean sport. Add to this the rapidity of the motorcycle, its readiness for any distance, roads and pathways and its adaptability

for useful purposes as well as sport, and you have something that supplies it at extremely moderate cost a great and valuable necessity. It is an industry that supplies an article which fills the need of large numbers of people. Its cost is within the reach of the masses.

The motor bicycle and the bicycle are both of benefit to mankind and should be to us. It is up to us to stimulate their use and spread their usefulness among all the people and we should have, ourselves, a proper return for our labor, which the fair-thinking American does not expect to be entirely a labor of love, in spite of the apparent inclination of the bicycle trade to make it so. You need not be philanthropic to the verge of financial ruin. Good goods at fair prices are all the American public expects and it is up to us, as the most interested parties, to let the public know that we make these goods, that we are proud of it, that they are a boon—a benefit to mankind—and that they must have them in the pursuit of their business as well as in the pursuit of happiness, and cannot afford to do without them in the journey through life.

Few there were who attended the convention who did not have a good time. Atlantic City is one of those places where a set program is not necessary to assure "times" of the sort. What with the beach, the surf, the famous Boardwalk and its rubber-tired rolling chairs, the thousands of summer girls, the diversity of hotels and palm rooms with easy hours, and many other attractions there is small room for monotony, either day or night. It is not a matter of record that any of the bicycle folk were troubled with anything of the kind, but it is a matter of knowledge that some of them found it a very difficult matter to tear themselves away from the seaside resort. The palm room of the Islesworth was the scene of "large times" each night at which they do say G. J. Bradley, of the Diamond Rubber Co., played the part of Prince Bountiful and other parts that made the occasions such merry ones as the cycle trade has not enjoyed in company in many long days. There are stories also of those who found great solace in being wheeled in "rolling chairs" on the Boardwalk at even five o'clock a. m., and of the "auction sale" of the steel pier at two o'clock, likewise in the morning. It was "sold" by two Hartford men to a man from Ohio and at a very much "upset price" of 65 cents.

The convention was really a convention of men with canes, H. S. White and the other Shelby Tube representatives who attended brought with them a generous supply of walking sticks made of Shelby tubing and finished in lacquer. Everybody had one and when they struck a stone pavement with their canes the "ring" that resulted caused a deal of neck stretching and curiosity. In the matter of souvenirs, however, C. A. Persons, of the Persons Mfg. Co., set a new standard. His memento took the form of a fob—the monogram of each recipient fashioned in artistic lettering in gold washed metal attached to a leather band. Most of the monograms were strikingly beautiful and as the fob bore not a line of advertising matter, that the souvenirs will be used and treasured goes without saying.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau Street, New York:

KRAMER AT VAILSBURG

Signalizes his Return and Track's Reopening with Victory—Good Racing the Rule.

On Sunday last, 22d inst., National Champion Frank L. Kramer signalized his home coming by winning the half-mile open race at the second re-opening this year of the Vailsburg board track, at Newark, N. J. When the champion made his first appearance on the track, Sunday afternoon, it was the cause for an outburst of applause from the spectators, despite the warning signs. Only a small crowd, numbering less than one thousand persons, saw the races, but the reason for this was that the meet was called at the eleventh hour and few knew that the track was to be re-opened.

When Vailsburg closed its gates several weeks ago, C. B. Bloemecke, the manager, announced that he was done with the cycle racing game, but that he would allow the track to be opened if somebody else would undertake the responsibility. That "somebody else," as the *Bicycling World* stated last week, was found in the person of Edward Beers, a Newark lawyer, sportsman and good fellow, who thinks if the meets are properly managed that Vailsburg racing will pay. Mr. Beers undoubtedly will prove the correctness of his theory, for at the oval on Sunday the trend of opinion adjudged Beers "all right." He will be assisted in the active management of the races by Al. Guery, a professional rider, who "stands in" with the other riders. Incidentally, the old scale of pro. purses in vogue at the track two years ago, will go into effect, which ought to be the means of bringing some "talent" from Salt Lake.

Although on Sunday last the fields were small on account of, as before stated, lack of time to advertise the meet, the heats all were well contested, the spectators were profuse in their acclamation, and they remained until the very end of a long program.

One of the best races of the afternoon was the last—an unlimited amateur team pursuit race, which lengthened out to a few yards less than seven miles. Four teams, selected on the spur of the moment, took up positions equidistant around the quarter-mile oval. George Cameron and Dave Mackay were on the tape, Henry Vanden Dries and John Peters at the first turn, Tommy Smith and A. C. Spain on the back stretch and Joseph T. Halligan who, by the way, has been given back his amateur status, and Ben Hill on the last turn. The first team to be passed was Cameron and Mackay—picked as the winners—who were mowed down in the fifth lap, Halligan and Hill doing the reaping. Mackay, instead of dismounting, kept on and broke up the Vanden Dries-Peters team. Peters did not know that Mackay had been eliminated and consequently when the Newarker over-

hauled and passed him, Peters dropped out. Vanden Dries continued alone until two and one-half miles, when he dropped out. This left Smith-Spain and Hill-Halligan in the race and from here began the battle royal that brought the spectators to their feet. Near the ending of the fifth mile Smith suddenly took a notion to pass the team in front and after a lap sprint succeeded in passing Hill, but failed to come up to Halligan. This sturdy rider, each time Smith came up, gave one of his war-horse sprints and pulled away. The fight continued until nearly seven miles, when Smith sprinted past Halligan and the Smith-Spain team was declared victor.

Both the pro events were exciting, but in the five-mile handicap the crowd saw a remarkable ride by Ashurst, the "Boy Wonder." Kramer and Krebs and Ashurst were the low markers, the champion being on scratch and Krebs and Ashurst on forty and sixty yards, respectively. Kramer quit after three laps and Krebs's chain broke in the sixth lap, which left Ashurst far behind the bunch and without the benefit of pace. The riders who were going fast as a dollar awaited the first man to cross the tape on each lap. Inspired by the encouragement of the crowd, Ashurst dug heroically to his task and caught the bunch at a lap beyond four miles, for which he received applause almost as great in volume as that accorded Kramer. Rupprecht, Ashurst and King were leading at the bell lap. Charles Schlee made his bid on the back stretch, and Ashurst, who had tired from his long unpaced ride, was unable to meet the onslaught, so that Rupprecht, who had elected to pull Ashurst, had to fight Schlee. The latter got across the tape two inches in front of Rupprecht. Glasson was third, Ashurst fourth, and King fifth. Marcel Dupuis made a hit by gathering in eight laps and Al. Judge made his debut, as did Davenport. Judge got two dollars through Dupuis's generosity and Davenport won his first dollar as a professional.

Three men qualified in each heat of the half-mile open, professional. In the first Kramer beat Ashurst easily, while Dupuis made a pretty sprint and jump ten yards from the tape and beat out Schlee and King. In the second heat Krebs, Rupprecht and Triebal qualified. In the final heat Krebs had the pole, with Kramer, Rupprecht, Ashurst, Triebal and Dupuis next in order. At the bell Kramer was leading on the pole with Krebs close on the outside and Ashurst was abreast of Krebs, with Dupuis hanging on his wheel. The sprint began on the middle of the back stretch when Krebs tried to go by Kramer, but the champion was never in danger and won out by half a length. Ashurst was third, Rupprecht fourth, and Dupuis fifth.

The two trial heats of the mile open for the "simon pures," left eight riders to contest the final. When the bell denoted the last lap Cameron was leading, with Mackay tacked on and Halligan next. Cameron

took Mackay the last lap. Zanes began the sprint at the beginning of the last turn but tired, and Mackay finished first. The surprise came when the dark-skinned Spain beat out Zanes for second place by three inches. The negro also was fortunate in getting second in the two-mile handicap. In this event Mackay and Cameron were placed on scratch with Vanden Dries on thirty yards. The scratch men soon caught Vanden Dries who tacked on behind for a sleighride. Vanden Dries has a habit of always squirming out of his share of the work. Cameron quit before the bell lap and Mackay caught the trailers after rounding the first turn on the last lap. At the bell, "War Horse" Halligan began his famous sprint. Twenty yards from the tape Spain had worked up to Halligan, but an extra dig into the pedals gave Halligan the victory by half a wheel. Tommy Smith was third. The summaries:

Half-mile novice—Won by Robert Eberle, National Turn Verein Wheelmen; second, Frank Harenburg, Newark; third, William Canton, Newark. Time, 1:51½.

One-mile open, amateur—First heat won by George Cameron, New York A. C.; second, B. F. Pash, Louisville Ky.; third, J. T. Halligan, Bay View Wheelmen; fourth, Tommy Smith, National Turn Verein Wheelmen. Time, 2:45¼. Second heat won by Dave Mackay, Newark; second, H. Vanden Dries, Edgecombe Wheelmen; third, James Zanes, Roy Wheelmen; fourth, A. C. Spain, Bloomfield. Time, 2:51. Final heat won by Dave Mackay; second, A. C. Spain; third, James Zanes; fourth, Henry Vanden Dries. Time, 2:21½.

Half-mile open, professional—First heat won by Frank L. Kramer; second, Alfred Ashurst; third, Marcel Dupuis. Time, 1:33½. Second heat won by Floyd Krebs; second, Edward Rupprecht; third, Albert Triebal. Time, 1:23. Final heat won by Frank L. Kramer; second, Floyd Krebs; third, Alfred Ashurst; fourth, Edward Rupprecht. Time, 1:20¾.

Two-mile handicap, amateur—Won by J. T. Halligan, Bay View Wheelmen (100 yards); second, A. C. Spain, Bloomfield (120 yards); third, Tommy Smith, National Turn Verein Wheelmen (90 yards); fourth, Edward Siefert, Vailsburg (240 yards). Time, 4:23.

Five-mile handicap, professional—Won by Charles Schlee (160 yards); second, Edward Rupprecht (100 yards); third, George Glasson (200 yards); fourth, Alfred Ashurst (60 yards); fifth, John King (280 yards). Time, 11:54¼. Lap prize winners—Marcel Dupuis (8), Charles Schlee (3), Al. Judge (2), Edward Rupprecht (2), Al. Triebal (1), George Glasson (1), F. Davenport (1).

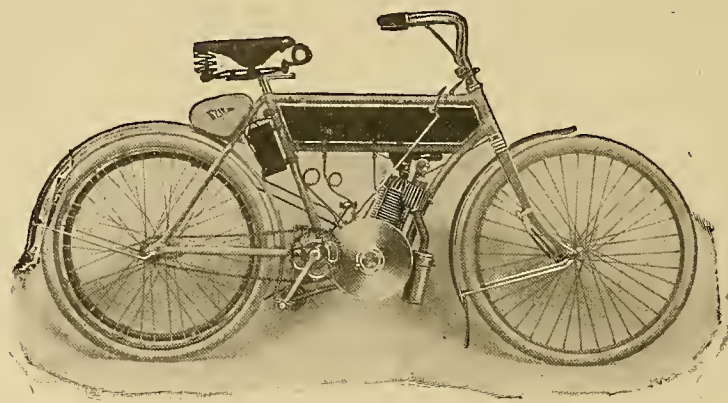
Unlimited team pursuit, amateur—Won by Tommy Smith and A. C. Spain; second, J. T. Halligan and Ben Hill; third, John Peters and H. Vanden Dries; fourth, George Cameron and Dave Mackay. Distance, 6 miles 3½ laps. Time, 19:17.

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LAWSON IS HIMSELF AGAIN

Makes a Clean Sweep at Salt Lake—New Amateur Star Begins to Shine.

Salt Lake City, July 17.—If last week was an "off" week for Iver Lawson, he got "on" again in great shape at the saucer track to-night. He started in two events and won both in decisive fashion. Those who attributed Lawson's defeat in his recent match race with W. E. Samuelson to a reversal of form, must either find another reason or give the Swede credit for marvelous and, in fact, almost incredibly speedy recuperative powers. In the "pro" events to-night everything was Lawson.

In the final of the one-mile handicap, Lawson actually lost the other riders. The sprint started at the beginning of the bell lap, with McFarland in the lead and Lawson tacked on, with Samuelson alongside, pulling Pye, the Australian. "Long Mac" began to unwind at the tap of the gong, and the pace set was far from being slow. It appeared for a few seconds that even the Swede suffered from "Mac's" going, but Lawson was only getting in preparation for his famous jump, for when he took the notion the bunch looked as though they were chained to the saucer. Lawson flashed across the line alone, as the other riders were rounding the turn.

Again did Lawson show himself in true form in the half-mile open. Bardgett and Hopper tried to lose the bunch at the start, but were prevented by Lawson and McFarland. Downing and McFarland had a little mix-up in this event, and the elongated San Joséan hit the saucer as the result. Downing was endeavoring to pass McFarland on the outside, and, to all appearances, the latter ran him up the bank. He tried it the second time with disastrous results, his front wheel colliding with Downing's rear. Lawson won easily, Downing got second and Bardgett won a good third. The time was very fast—56½ seconds.

Had not W. E. Samuelson and Ben Munroe been so clearly outclassed, the ten-mile paced event, with Hardy Downing as the third rider, might have been exciting. As it was, however, there was nobody in the race but Downing. He lapped Munroe four times, and waved a "da-da" to Samuelson more than twice as many times.

John Berryessa, the crack little San José amateur, knocked the wind out of Hume's sails in the Australian pursuit race after two miles of riding. He not only put out Hume, who struggled desperately to retain his supremacy, but he tagged West, Holliday and Diefenbacher. The latter was second, Holliday third and Hume last.

The two-mile amateur tandem handicap was a rather tame affair. West and Holliday (40 yards), were first; Giles and Wright (100 yards), second; Crebs and Morgan (75 yards), third, and Hume and McCormack (scratch), fourth. The summaries:

One-mile handicap, professional—Qualifants: W. E. Samuelson (30 yards), Floyd McFarland (scratch), S. H. Wilcox (55 yards), Joe Fogler (15 yards), Iver Lawson (scratch), Ernest A. Pye (30 yards), Walter Bardgett (60 yards), Hardy K. Downing (15 yards), and W. Palmer (50 yards). Final heat won by Iver Lawson, Salt Lake City; second, H. K. Downing, San José, Cal.; third, E. A. Pye, Australia; fourth, Walter Bardgett, Buffalo. Time, 2:00½.

Two-mile tandem handicap, amateur—Won by West-Holliday (40 yards); second, Giles-Wright (100 yards); third, Crebs-Morgan (75 yards); fourth, Hume-McCormack (scratch). Time, 3:50.

Unlimited pursuit, amateur—Qualifants: Fred West, Rod Diefenbacher, F. H. McLaughlin, Phil Wright, J. E. Holliday, Jack Hume, John Berryessa and P. Giles. Final heat won by Berryessa; second, Diefenbacher; third, Holliday; fourth, Hume. Time, 4:12½. Distance, 2 miles.

Half-mile open, professional—Qualifants: N. E. Hopper, Iver Lawson, Joe Fogler, Walter Bardgett, Floyd McFarland, Saxon Williams, Hardy K. Downing and Jack Burris. Final heat won by Iver Lawson, Salt Lake City; second, H. K. Downing, San José, Cal.; third, Walter Bardgett, Buffalo; fourth, Jack Burris, Salt Lake City. Time, 0:56¼.

Ten miles motorpaced, professional—Won by Hardy K. Downing; second, Ben Munroe; third, W. E. Samuelson. Time, 15:00.

Salt Lake City, July 20.—Walter Bardgett, formerly of Buffalo, N. Y., who struggles through this present existence under the kitchen appellation of "Bridget," has a hobby—that of training likely amateurs in the way they should go; in other words, trying to make real bicycle riders of them. His work is purely philanthropic, and Bardgett apparently takes keen delight in seeing his young hopeful cross the tape in the lead. To-night "Bridget's" exuberance knew no bounds, and he slapped himself on the wrist thrice, flicked a fly from his immaculate cravat, turned up his trousers another roll, and invited all the boys over to Heidelberg's to "tank up." The cause of Bardgett's joy was easily apparent for Fred West, his young protégé, made a double killing in the amateur events. In truth, West is certainly making good and has been taking the measure of Jack Hume, who until lately, was considered almost invincible.

As usual, the professional races were fast and exciting, but with the usual result, the Iver Lawson sprint bagging both open events. There was some lively jockeying as the final of the five-mile lap race drew near. About five laps from home, Pye and Hollister, riding abreast, led the bunch a terrific pace and for a time it seemed that the Lawson and McFarland tribe would have hard work to get by. But the clip set by Pye and Hollister tired them and at the

bell Lawson and McFarland sailed by in triumph. Lawson won out after a pretty sprint, beating McFarland by a length. Hardy K. Downing was a good third and Joe Fogler, who finished fourth, was disqualified, it being claimed by Clarke that the Brooklynite ran him off the track. The time was very fast—10 minutes 1¾ seconds.

In the final of the one-mile handicap the Iver Lawson sprint landed first again. In the sprint, Clarke, Hollister, Fogler and Palmer, all rode around McFarland, finishing after Lawson in the order named. Time, 1:56½.

A. J. Clarke, the "Kangaroo," won the unlimited pursuit race invitation after riding two miles five laps to overtake Jack Burris, who put up a game fight and finished second.

To-night was California's jubilee for the Golden Gate State's riders finished well in the amateur events. As before chronicled West won both races and in the quarter-mile race, open, McCormack was second, McLaughlin finished third and Diefenbacher fifth. In the mile handicap, Diefenbacher got second and Holliday third. There was quite a celebration after the meet. The usual record-breaking crowd overflowed the saucer into the arena. The summaries:

One-mile handicap, professional—Qualifants: Iver Lawson (scratch), Ernest A. Pye (30 yards), Walter Bardgett (55 yards), W. Pedlar Palmer (65 yards), A. J. Clarke (55 yards), Cyrus L. Hollister (45 yards), W. E. Samuelson (30 yards), Floyd A. McFarland (scratch), and Joe Fogler (15 yards). Final heat won by Iver Lawson, Salt Lake City; second, A. J. Clarke, Australia; third, Cyrus L. Hollister, Springfield, Mass.; fourth, Joe Fogler, Brooklyn, N. Y.; fifth, W. Palmer, Australia. Time, 1:56½.

One-mile handicap, amateur—Final heat won by Fred West; second, R. Diefenbacher; third, J. E. Holliday; fourth, Phil Wright; fifth, Pete Giles.

Unlimited invitation pursuit, professional—Won by A. J. Clarke, Australia; second, Jack Burris, Salt Lake City; third, Worthington L. Mitten, Davenport, Iowa; fourth, Emil Agraz, Mexico; fifth, E. Smith, Salt Lake City; sixth, J. E. Achorn, New York City. Distance, 2 miles 5 laps. Time, 6:01.

Three-quarter mile open, amateur—Qualifants: Fred West, John Berryessa, S. E. Holliday, F. H. McLaughlin, Hal McCormack, Rod Diefenbacher and A. Crebs. Final heat won by West; second, McCormack; third, McLaughlin; fourth, Diefenbacher. Time, 0:31.

Five-mile open, professional—Won by Iver Lawson, Salt Lake City; second, Floyd A. McFarland, San José, Cal.; third, Hardy K. Downing, San José, Cal.; fourth, Norman C. Hopper, Minneapolis, Minn.; fifth, Cyrus L. Hollister, Springfield, Mass. Time, 10:01¾. Lap prize winners—Lawson (1), Samuelson (1), Pye (3), Bardgett (4), Palmer (5), Clarke (2), Wilcox (5), Williams (3), Burris (2), Munroe (3), Agraz (6), Achorn (4).

Amateurs Get Inside Two Minutes.

Ogden, Utah, July 22.—The Australian element was not so much in evidence at the Glenwood Park track to-night as was the case a week ago. Floyd McFarland captured the three-mile lap professional, while Ernest Pye, whose recordbreaking victory in the five-mile lap professional event, was then easily the feature of the meet, had to content himself with winning the Australian pursuit race from Fogler, taking his heat in the mile professional and letting it go at that. Those of the 800 spectators who had been prating over Iver Lawson's reversal of form, had their predictions proved to their complete satisfaction, for he only appeared in one event, the second heat of the one-mile professional handicap, in which he failed to qualify.

In this, the biggest share of the work fell on Walter Bardgett, who succeeded in knocking out fifteen laps before Wilcox passed him, who, held it one lap and then passed it up to Mitten, only to regain it again at the tape. These two continued to play see-saw with McFarland close behind, until the next to the last lap, when the latter unwound one of his brightest and best, and sailed away, taking the bell lap, and finishing cleanly in 6:15. Hollister was second, and Wilcox third, while "Bridget" Bardgett was forced to content himself with his earnings in lap money.

In many ways the Pye-Fogler pursuit match was a disappointment, for the Brook-

lyn boy was decidedly out of form, and even Pye himself failed to approach in any way his world's record time of a couple of weeks ago. It took him just eight minutes and forty-three seconds to overhaul the fair-haired son of the city of churches, however, and the three miles seven laps of riding was run off with evident effort on both sides. Perhaps some of Fogler's lack of spirit was due to an incident of the first half of the mile handicap, as a result of which he came violently into contact with the track, and was forced to retire.

In the one-mile handicap, amateur, Hume took the first heat in 1:59½, Holliday taking the second half in the low time of 2:03, with Diefenbacher hanging close behind him. The final heat, however, furnished the latter his opportunity, for he pulled into the lead in good season, dragging the others around to such good advantage that he finished with the best time of all, in 1:59, incidentally showing a good bit of generalship.

The summaries:

One-mile handicap, professional—Qualifants: E. Agraz (120 yards), Geiger (110 yards), Bardgett (50 yards), S. H. Wilcox (70 yards), F. A. McFarland (scratch), E. Pye (30 yards), W. L. Mitten (130 yards), C. Hollister (45 yards). Final heat won by Agraz; second, Mitten; third, Geiger; fourth, Bardgett. Time, 2:02.

One-mile handicap, amateur—Qualifants: J. Hume (scratch), J. Berryessa (30 yards), D. King (85 yards), Hal McCormack (20

yards), J. E. Holliday (35 yards), R. Diefenbacher (60 yards), A. Crebs (25 yards). Final heat won by Diefenbacher; second, Giles; third, King; fourth, Holliday. Time, 1:59.

Australian pursuit race, between E. Pye and Joe Fogler—Won by Pye. Distance, 3 miles, 7 laps, 110 yards. Time, 8:43.

Two-mile lap, amateur—Won by J. B. Hume; second, J. E. Holliday; third, P. Wright; fourth, R. Diefenbacher. Time, 4:10. Lap prize winners—Hume (5), Diefenbacher (3), King (2), Naish (2), Morgan (2), Anthony (1).

Three-mile lap, professional—Won by F. A. McFarland; second, Hollister; third, Wilcox. Time, 6:15. Lap prize winners—Bardgett (15), Wilcox (4), Mitten (3), McFarland (1).

Quakers in Front at Point Breeze.

Two bicycle races were accorded a place on the program of the second annual athletic carnival of the Southern Athletic Association, at the Point Breeze driving park track, Philadelphia, Pa., on Saturday last, 21st inst. More than 2,000 people witnessed the events. Dan Trotter and "Dick" Stroud teamed to good advantage in the two-mile handicap and finished in this order from scratch. J. Farber was third. Time, 5:00¾. Forber won the mile handicap in 2:24, from the 25-yard mark, J. Wilson, 45 yards, finishing second, and Dan Trotter, scratch, third.

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Fifty Miles on Road in Fast Time.

With lots of space to spare, Frank H. Hany, of the Park Cycle Club, Brooklyn, won the annual fifty-mile road race of the Century Road Club of America, last Sunday, 22d inst, on the Merrick road course from Valley Stream to Seaford, L. I., and return, distancing a field of fifty starters. Hany was started with a time allowance of forty minutes and so quickly overhauled the long markers that thereafter he had the race at his mercy. He developed such a turn of speed that the scratch men never had a ghost of a show for even a peep-in.

William Miller, also of the Park Circles, with thirty minutes' handicap, was second, while H. Hintz, C. R. C. of A., came in third, also with a thirty minutes' allowance. The time prizes were won by Charles Sherwood, scratch; time, 2 hours 9 minutes 36 $\frac{3}{4}$ seconds, first; Charles Mock, second; U. McDonald, third; F. M. Eifler, fourth; L. J. Weintz, fifth. All of these men broke the record of 2 hours 20 minutes made by Edward Forrest over the same course in 1902.

In addition to the main event of the day, the annual handicap race of the club members was held over a five-mile course, nearly one hundred riders participating. This was won by H. Hinke (—minutes) in 13:53, F. M. Eifler outsprinting C. A. Sherwood for the time prize in 12:33 $\frac{3}{4}$.

Canadian Wins Chief Event at Detroit.

In the bicycle and motorcycle race meet held in Detroit, Mich., Sunday, 22d inst., by the Detroit Cycle and Motor Scouts, five well-planned events repaid in full the good showing of spectators which flocked to the West End Driving Club's track. Easily the best race of the day was the five-mile handicap, which was captured by Walker in 10:27, with Patfield a close claimant for the place. McCarthy, of Canada, the scratch man who had won the mile open, took third by a sprint in the stretch. The event for motor bicycles at five-miles developed nothing of particular interest, the time, 7:37, being quite tame. The summaries:

Half-mile boys' race—Will Trehey, first; Roy McLerie, second. Time, 1:25.

Two-mile novice race—Will Trehey, first; Bert Trehey, second; Roy McLerie, third. Time, 5:30.

One-mile open—McCarthy, Ontario, first; Walker, second; Patfield, third. Time, 2:35.

Five-mile handicap—Walker, first; Patfield, second; McCarthy, Ontario, third (scratch). Time, 10:27.

Five miles for motorcycles—Canutson, first; Charles Smith, second; Richards, third. Time, 7:37.

Burton First in Findlay Road Race.

Orlay Burton, riding with 4 minutes' handicap, won the ten-mile handicap road race at Findlay, Ohio, on Thursday, 19th inst. The course was from Findlay to Mortimer and return. Twelve riders started, of whom

eleven finished, Sam Smith being eliminated by a punctured tire. J. A. Holmden, who started from scratch, finished in fifth place, and won first time prize, riding the course in 28 minutes 30 seconds. This is the order in which the riders finished: 1, Orlay Burton (4:00); 2, Charles Eiler (7:00); 3, Guy Stevenson (8:00); 4, Emery Stevenson (8:00); 5, J. A. Holmden (scratch); 6, John Knepper (6:00); 7, Bruce Houser (6:00); 8, Sam Vogel (7:00); 9, J. Hoppas (8:00); 10, Otto Good (8:00); 11, Tom Conway (7:00).

Patterson Wins by Wide Margin.

A. H. Patterson, of St. Paul, Minn., won the 65 miles motorcycle road race from Lake City to St. Paul, which was run on Sunday last, 22d inst. He was so far ahead as to suggest that the other competitors had stopped for meals. The order of finish was as follows:

Rider.	Machine.	Time.
A. H. Patterson, St. Paul....	Wagner	2:35
R. A. Woley, Minneapolis....	Wagner	3:19
George Wagner, St. Paul....	Wagner	3:23
Wm. Edwards, Minneapolis..	Wagner	3:26
Tom Bird, St. Paul.....	Orient	3:28
G. R. McMichael, St. Paul....	Wagner	3:30
E. O. Nordstrom, Armac; F. E. Hipkins, Rambler; H. P. Olson, Thor; F. W. Gieler, Monarch; A. G. Taylor, Crescent; H. Friedman, Wagner.		

Motor Bicycle Climbs Pike's Peak.

Pike's Peak at last has been conquered by a motor bicycle. The news was contained in a message filed at the Pike's Peak telegraph station from G. W. Sheff, to the Reading Standard Cycle Mfg. Co., stating that he (Sheff) had scaled the rugged, tortuous height on an R-S. Sheff supplied no particulars other than an epigramic "I'm 'all in'; the machine's all right."

Rain Again Stops Three-Cornered Race.

The Moran-Stinson-Bedell motorpaced match, advertised originally for the 21st, has again been put over on account of Revere Beach's hoodooing rain cloud and will take place on Saturday, 28th. The program calls for a three-cornered match at twenty-five miles, handicapped, with Moran on the mark, and the other two with handicaps of two laps each.



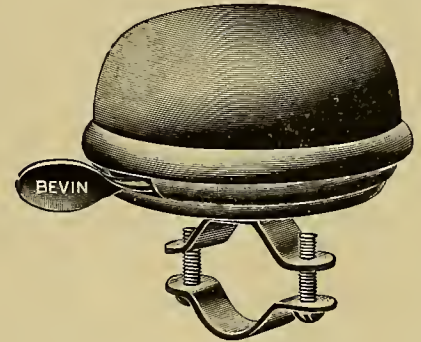
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Our 1906 line of Bicycle Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

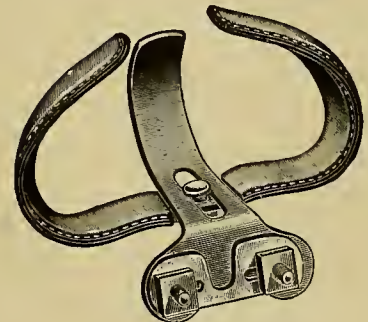
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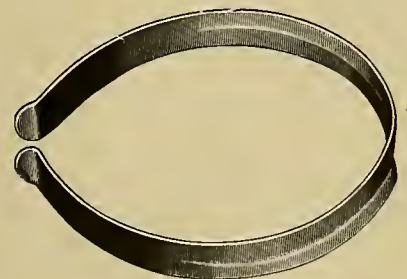
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Prices as interesting as ever.

Bevin Bros. Mfg. Co
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is not a very large place, but its inhabitants appreciate the value of bicycles and know how to add to their pleasure and their safety, that is, by equipping the bicycles with coaster brakes. That they are discriminating in their choice and that use has proven the wisdom of their choice, let the following bear witness:

We the undersigned all ride the Morrow Coaster Brakes and find them very satisfactory. We wish to state that most of these brakes have been run from three to five years and have given entire satisfaction both as to running and wearing qualities.

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JOHN T. MICHENER
HARRY L. BUCKMAN
HAWARD G. TOMLINSON
JOSEPH S. LETTERER
HOWARD SEES
FRED. K. MURRAY
ARCHIE DANIR
M. D. STOUTT

WM. L. McMILLAN, JR.
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No. 19

TO INVESTIGATE WOOSTER

Creditors Refuse Offer of Settlement and Examination Ordered—Ugly Hints Afloat.

William Wooster, the dealer-jobber, who did business in the cellar at 10 Barclay street, New York, and who yet managed to fail for \$18,000, is likely to have a search-light turned on his affairs.

Although he professed to be greatly surprised that a bankruptcy petition should have been filed against him, it is alleged that Wooster's "surprise" was in line with other details of the failure. At a meeting of the creditors on Monday last, "the alleged bankrupt," as he is being termed by the sufferers, stated that his assets comprised \$8,000 in stock on hand and \$4,000 in accounts receivable. He offered a settlement of 25 per cent. in cash and 15 per cent. in notes endorsed by his father and brother. Instead of accepting the proposal, the creditors appointed a committee, consisting of Messrs. H. V. Dodge, Kaufman, Nally, Kamber and Greenburg, to examine into Wooster's affairs. They found the books in such a condition as to render an accurate statement impossible and accordingly recommended that instead of accepting the settlement tendered, the receiver, Jesse Watson, be requested to obtain a court order for the examination of "the alleged bankrupt and various other persons."

The request was granted and the examination will be held on Monday next, before Commissioner Alexander. It is said that the hearing is not unlikely to disclose a pretty state of affairs which may involve at least some of those who filed the petition in bankruptcy. Allegations of collusion and fraud are freely made, the case, it is said, bearing many of the features of Ephraim Bros., in Buffalo, last fall, the examination into which disclosed a trail leading to Cortlandt street, New York, where considerable apprehension is said to now exist.

R. D. Alliger has retired from the firm of Bradenburg Bros. & Alliger, New York and Chicago, dating as from July 1st. Ill health is given as the cause.

Fifty Echoes go up in Flames.

The large building of the Echo Bicycle and Motor Boat Co., located at Young and Delaware streets, Tonawanda, N. Y., was completely wiped out by fire, which started shortly after 2 o'clock, Monday morning. At the time, George Houck, the manager of the company, was in Detroit on business. Nothing in the building was saved and among the stock destroyed were about fifty bicycles. How the fire originated is yet a mystery, and the police are investigating, as incendiarism is suspected, residents of the neighborhood having heard an explosion about ten minutes before the discovery of the fire. The loss is estimated at about \$10,000, and is partially covered by insurance.

England's June Exports Exceed \$400,000.

Exports during June served to further support the well sustained recovery of that department of the British cycle industry, indeed, it was one of the best months since 1897. Exactly 5,287 complete bicycles, valued at £30,316 and parts to the value of £50,625 were shipped to foreign shores—the total representing more than \$400,000. In June, 1905, the exports aggregated 2,913 complete bicycles, value £19,246, and parts valued at £50,625. For the six months ending with June, Great Britain's exports totalled 33,491 bicycles, value £193,218, and parts, £376,837, as against 19,700 bicycles, value £130,541, and parts, £319,921, during the corresponding period of last year.

Gets Big Slice of Hudson Territory.

Results of the Atlantic City convention are gradually coming to the surface. One of the important deals consummated there was the apportionment of a large slice of the Hudson Mfg. Co.'s territory to the New York Sporting Goods Co., which was formally announced this week; the territory includes New York, New Jersey, Pennsylvania, Delaware, Virginia and West Virginia. The Sporting Goods Co. will also act as export representatives for both Hudson bicycles and D. & J. hangers. Incidentally, it is also given out that for 1907 the Hudsons will list at \$50, \$40 and \$30.

ASK FOUR CENTS PER PLUG

Owners of Alleged Basic Patents Lay Down Terms to Spark Plug Makers.

The Association Patents Co., which is the patent-holding offspring of the Association of Licensed Automobile Manufacturers, has "got busy" with the spark plug patents which it acquired early this year and which, of course, are held to be master patents. The A. P. C. has invited the makers of spark plugs to "step up to the captain's office" and pay four cents on each plug they may turn out or may have turned out. Indeed, "invitation" is scarcely the proper word, as enclosed with the communication was a neatly printed contract which awaited only the recipient's signature.

Although in March last it was made fairly plain that something of the sort was to be expected, the intimation had been forgotten by many and the receipt of the "invitation" proved largely in the nature of a surprise and not an agreeable one. Some of the spark plug manufacturers intimate that there are some reasons why such a "steading" of the market might serve good purposes, but not at the rate of 4 cents per plug. They view the royalty as excessive and doubt the validity of the patents, anyway. There is talk of a combination of interests to defend any suits that may grow out of refusal to pay the tax, but so far as can be learned no definite steps have yet been taken in that direction.

The patents in question are No. 582,540, issued May 11th, 1897, to Oscar Mueller, of Decatur, Ill., and No. 612,701, granted October 18, 1898, to F. W. Canfield, of Manistee, Mich.

The claims of greatest importance in Mueller's specification relate principally to the method of attaching the plug to the cylinder, one of these reading as follows:

"The igniter may be detached from the cylinder head without detaching the head from the cylinder, and the cylinder head may be detached from the cylinder without affecting the igniter."

He also makes a claim covering a possible

modification of his idea which consists merely in making a jump spark plug with two independent pole pieces instead of using the engine itself as a ground return, and this form has been adopted as a standard by one maker for his single cylinder engines.

It is Canfield's patent, however, that holds claims of the most fundamental nature as his is alleged to be the basic patent covering the annular or recessed type of so-called soot-proof plug. After describing the device itself, which is a spark plug of the now standard type in every respect, he goes on to describe its feature of vital importance, his claim on this reading as follows:

"In a gas, oil or vapor engine igniter or sparker, a recess or counterbore of such size and depth as to prevent the explosive mixture used in the cylinder from circulating into said counterbore or recess far enough to come in contact with its deepest part around the electrode or electrodes at or near the point where said electrode or electrodes leave the insulator to enter the cylinder or firing chamber, for the purpose of preventing an injurious accumulation of the products of combustion or other foul matter on the insulation of said electrodes, substantially as and for the purpose set forth."

To Test Lubricating Oils.

Lubricating oil tests may be carried out in a simple quantitative way, or by elaborate chemical and physical processes. For the practical man the simplest tests and those bearing particularly upon the work that is to be done, are the best.

The test of greatest importance is that for viscosity, which is carried out by allowing a measured quantity of oil to flow through a fine jet and noting the time that is required. The instrument used for making such a test is known as a viscosimeter, but there are many forms of it, the best known being those of Redmond and of Engler. The greater the viscosity of an oil the higher its value. Oils are often tested in a machine in which pressure is supplied to a lubricated bearing while it is revolving at a high speed. After a certain number of revolutions the machine is stopped and the temperature of the bearing noted.

Oils showing the least rise of temperature are, of course, the best. In testing for acidity a few drops of the oil are placed on a clean sheet of brass and examined after the lapse of a fortnight. Samples that take on a green color are acid and will attack the surfaces of a bearing.

For hardening or gumming properties the oil is tested with the aid of a piece of grooved glass about four feet long. By placing one end of it about an inch higher than the other an inclined plane is formed. A drop of each of the samples to be tested is placed in a different groove and the distance traveled in a stated period, as well as the tendency to set or gum that is exhibited is the measure of the value of the oil.

JUNE NOT A MERRY MONTH

Exports Fall with a Thud, Although Fiscal Year Shows an "Even Break."

June, 1906, was responsible for another of those unaccountable slumps in cycle exports, and were it not for this occasional retrogression that occurs about once in so often to disturb the slow but steady process of regaining lost ground that has been going on, it is evident that the total for the period of twelve months ending with June, which marks the termination of the fiscal year, would have exceeded that of the year previous. As it is, 1905 and 1906 about "break even" in this respect, the totals being \$1,378,428 and \$1,370,765, in the order named.

The month of June itself would appear to mark a low water period of mid-summer dullness; it falls considerably below its showing of a twelvemonth previous and marks one of the few occasions on which the monthly total has not been one of six figures, \$94,558 being the amount. General losses throughout the list rather than any radical defection in a particular quarter appear to be accountable for the shrinkage, despite which the report contains certain anomalies, such as the increase from \$3,771 to \$6,726 to British Australasia, and from \$7,014 to \$11,012 to British North America, a downward tendency in the monthly totals to both these countries having been apparent for some time, and particularly the former. Large gains to the Netherlands and Other Europe, of \$40,542 to \$128,864 and \$158,925 to \$243,738, respectively, where the twelvemonth is concerned, were responsible for the good showing of the fiscal year.

The report in detail follows:

	June:		Twelve Months Ending June:		
Exported to:	1905.	1906.	1904.	1905.	1906.
United Kingdom	\$27,666	\$13,746	\$263,775	\$233,287	\$219,875
Belgium	3,629	2,719	52,988	37,328	26,571
France	15,256	2,631	76,000	59,409	39,792
Germany	6,805	1,011	131,217	59,908	79,761
Italy	3,513	721	52,820	22,754	33,923
Netherlands	2,308	5,054	114,735	40,542	128,864
Other Europe	10,271	11,465	178,995	158,925	243,738
British North America	7,014	11,012	125,929	125,258	69,513
Central American States and					
British Honduras	188	1,398	3,165	4,227	11,880
Mexico	4,704	9,871	44,209	50,173	90,846
Cuba	4,904	2,204	24,049	37,677	37,184
Other West Indies and Bermuda...	3,602	1,936	32,625	30,884	21,885
Argentina	1,368	1,873	13,892	17,540	16,603
Brazil		836	11,769	9,902	9,254
Colombia	210	208	2,871	3,675	3,521
Venezuela	157	263	620	618	969
Other South America	2,084	1,812	16,996	14,336	12,794
Chinese Empire	924	11	12,626	12,500	6,979
British East Indies	976	123	25,400	11,242	4,957
Hongkong	325	36	8,546	3,281	635
Japan	29,356	17,665	425,972	286,235	198,203
British Australasia	3,771	6,726	285,232	125,249	93,866
Philippine Islands	938	694	21,363	8,784	6,596
Other Asia and Oceania	569	410	19,592	19,133	10,128
British Africa		133	11,690	2,347	1,818
All other Africa	119		7,912	3,164	610
Other countries			38	50	
Total	\$130,657	\$94,558	\$1,965,026	\$1,378,428	\$1,370,765

German Motorcycles for America.

It was inevitable that discovering that the demand for motorcycles in this country exceeded the supply, some of the foreign manufacturers would enter the field and make an active bid for a share of the business. For several years some of the foreign firms had their machines in evidence, but those who handled them have imported the motorcycles "by the pint" and pushed their sale on the same plan; as a result the machines have been practically "white elephants" on their hands.

Now, however, the big Neckarsulmer Fahrradwerke, of Neckarsulmer, Germany, have thrown themselves into the breach in vigorous style and are making an active bid for American agents and American riders. The concern is an old and important one and their N. S. U. motorcycles are among the best known in Europe. They are made in both single and double cylinder models and incorporate most of the most modern features, among them, high tension magneto, sight feed oil pump, carburetter warming jacket, mechanically operated inlet valve, canvas and rubber driving belt, etc. The catalogue treating of the machines and these features is a volume of 144 pages, each separate part being illustrated in such detail that the catalogue is practically a book of not merely interest, but of much instruction as well.

While the N. S. U. factory is in Germany, the concern has branches in all the principal cities of Europe and in London, and it is the London branch, which operates at 78 Charlotte street, as the N. S. U. Cycle & Motor Co., that has been entrusted with the prosecution of the campaign for American business. All matters pertaining to the appointment of agents in this country will be handled by the London office.

"SHORT CIRCUS" STUMPED HIM

**He was New to Motorcycling, but He was
Athirst for Knowledge.**

"What is that 'short circus' you talk about?" asked the amateur of his bosom friend and confidential adviser in all things motorcycle. "I went on a day's run last Sunday with a couple of other fellows not quite so new to the game—thank Heaven I wasn't alone or I should have had to hoof it quite a bit and then pay railroad fare, for something or other went wrong with my machine. Ran fine up to that time, but all of a sudden she 'laid down' and I simply couldn't get her going again. I fussed with everything I knew and almost killed myself trying to start her.

"Then one of the fellows volunteered to help me, but instead of trying to start her as I had been doing, he stood the machine up against a telegraph pole and began monkeying with the wires. He pulled this one and jabbed that one and fingered the other one. Then he took one of the ends off and stuck one of those little pocket meters at it and said 'no juice.' It seems to me I'll never be able to master half the slang that goes with riding a motorcycle much less learning how to tinker the thing when it goes wrong.

"He left that end of wire sticking out in the air and went back to his inspection and though I asked him what was the matter half a dozen different times, he didn't seem to know or didn't want to answer. The others had gone on ahead and with every minute that went by he seemed to get more irascible and I was afraid he was going to lose his temper altogether, so I didn't say anything more. After about five or six minutes more he stuck that little watch-like affair on the end of the same wire again and this time the needle jumped and he said 'short circus, alright, but where it is even the old boy himself could not locate,' and back he went to the inspection process again.

"But this time he seemed to have met with better success for he opened my tool bag and took out that piece of electric tape you told me to always carry along with me, and wound a little bit of it around what looked like a bad place on the wire.

"'Short circus,' he said again. 'That'll cure it,' and sure enough, she started up without any trouble. But there was certainly nothing short about the performance he went through for it must have taken us fully half an hour and as to being a circus, well, opinions may differ on that score. But I didn't see anything so hilariously amusing about it and it strikes me he wasn't half as much entertained by fooling with my machine as he was anxious to catch up with his croonies, for, strangely enough, the only fellow that I knew at all well in the party, had gone on without even offering to help, while this fellow was a

comparative stranger. I had only met him a few hours before.

"He was an uncommunicative sort of a chap—one of those gruff, silent sort of fellows that seem to make good mechanics. I couldn't keep the pace he had started out on anyway so my thirst for knowledge as to what a 'short circus' might be and how it differed from a long or medium sized one found nothing upon which to use interrogation marks. I had almost an hour's hot, fast ride before I caught up with the party at the place where we had agreed to stop for dinner and by that time I had forgotten all about circuses of any kind except those that were performed around a dinner table with unlimited cool refreshers and I never thought to renew my search for information. Fear of being laughed at may have had something to do with it, at any rate, I didn't ask further.

"What is a 'short circus,' anyway? You ought to know."

Brazing of Cast Iron.

Cast iron may be brazed by the use of equal parts of burnt borax and either the black or red oxide of copper. The two should be finely powdered and thoroughly mixed. They are then mixed with water to a suitable consistency and the joint to be brazed is coated with the compound. The joint is then heated and ordinary brazing solder applied in the usual manner, some burnt borax being added as a flux. When the brazing solder has permeated the joint the operation is finished and the cast iron will be thoroughly united. This is known as the Pinch process and depends upon the reaction which takes place between the carbon in the cast iron and the oxide of copper. Ordinary methods of brazing cast iron fail on account of the presence of carbon in it, which prevents the brazing solder from adhering. The oxide of copper is reduced to metallic copper by the carbon in the surface of the iron and carbonic acid gas is formed. This escapes at the same time the metallic copper adheres to the clean surface thus formed. If a good job has been made it will be found that a new fracture will occur at another point.

Made the Iron Grow.

Many a farmer believes that stones grow in fields both in size and in number. The idea that iron can be made to grow by simply heating and cooling seems to require just as much credulity; but the fact that the Franklin Institute of Philadelphia has awarded a gold medal to a metallurgist for demonstrating this phenomenon should remove all doubt. The experimenter took a bar of iron of known size, and repeatedly heated it to its "critical temperature" (785 deg. C) and cooled it, with the result that the volume increased by the extraordinary amount of 45 per cent. The appearance and texture of the metal did not sensibly alter during this expansion process, and, of course, the weight remained constant.

TINKERING WITH THE VALVE

**One of the Things to be Avoided—Trouble
Usually to be Found Elsewhere.**

Until the principles of its action have been thoroughly mastered it will be found far better in the end not to tinker with the spring of the automatic inlet valve except upon the most dire provocation. A little tightening and it will be found to bind the valve, then a counter adjustment is made which goes to excess in the other direction and the tinker finds himself all at sea. He may spend an hour fussing and adjusting without ever attaining that exact meed of tension which stands for the best working obtainable. On the other hand, it is a good thing not to forget that the motor is possessed of such a thing as an inlet valve and that its liability to derangement should be taken into account when hunting for trouble.

Much of the trouble that afflicts the motorcyclist arises from either the ignition or the fuel supply—in other words, there is either no spark to fire the charge or the latter is not a good explosive mixture, or none of it may be getting into the cylinder. An authority has figured that close to 90 per cent. of all failures may be traced to one or the other of these causes. But consideration will show that a deranged valve really comes under the second head and that no matter how perfectly the carburetter may be working, it will not avail much if the inlet valve is stuck closed. An excess of heavy lubricating oil may have done this. A little gasoline judiciously applied will readily cure it and the change noted by working the valve up and down in its housing with the finger. The spring may be at fault, of course, but unless it is plain at a glance that this is the case, it is better to try other remedies first.

Hardness of Nickel Steel Valves.

One of the chief difficulties with nickel steel valves which have now become so common is that when being ground in, they are hardly touched by the grit. As a result of this, the seating is ground to excess, while the valve itself remains intact, and on this account, it sometimes is very difficult to get a gas tight joint. Also, in regular use, the same principle applies, whatever burning action takes place, being apt to strike into the seat, leaving the valve in good condition. All of which would be well, were it not for the fact that the seat cannot readily be renewed. On this account some makers still adhere to the cast iron or mild steel valve head, while others advocated the use of the steel valve, regardless of this particular effect. In grinding such valves, it should be borne in mind that the hard surfaces are not readily affected, and the seat watched with the greatest care for the indications of a good joint.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 4, 1906.

To Find the Loose Screws.

The good accomplished by the Atlantic City convention and that will accrue therefrom, should be followed up. In his address, President Crosby, of the Cycle Parts and Accessories Association, pointed the way—the same way to which the *Bicycling World* has persistently pointed during late years—the matter of exports. Mr. Crosby instanced the marvellous growth of the German export trade, all of which was amassed while the foreign business of Great Britain and America was declining; he did not refer to Great Britain, whose position in many respects more nearly resembles our own. For the manner in which the Britons have recovered lost ground is not less remarkable than the Germans' impressive growth.

When statistics for the month of June disclose that our exports fell away to barely \$95,000 while Great Britain's rose to \$400,000, and with Germany's foreign business running ahead of Great Britain's, the situation suggests strongly that there are several screws loose in our institutions and that we have something to learn from abroad.

It is time we set about learning it. If the world is using bicycles and parts to an approximate value of some \$15,000,000 each year, and we are able to obtain a scant 10 per cent. of it, any instruction that may be obtained on the subject would seem well worth the time and the price of obtaining it.

The Cycle Manufacturers' Association and the Cycle Parts and Accessories Association are logically the bodies to undertake the work. It would seem to be one of the very objects for which they were formed; but nothing ever will be done unless some strong man arises and offers the motion that will lead to action. The subject is so important and the prize in view so rich that a joint meeting of both organizations should be devoted to the discussion of nothing else. The export houses should be invited to have representatives present, and there should be a full and frank exposition of views, opinions and methods. The weak spots and loose screws thus would be disclosed and the strength of the Britons and the Germans discovered or be placed in the way of discovery. Remedies would be made apparent and it is not impossible that co-operative pursuit of foreign trade might grow out of such a meeting. Certainly it would do no harm and as surely it holds possibilities of much good.

As we never have met a manufacturer who was not anxious to secure foreign business, we cannot believe that we exaggerate the importance of the subject. Among the many, is there not one sufficiently bold to take the initiative and are they not a sufficient number possessed of real interest to make such a conference worth while?

It is a disgraceful state of affairs that America should not only have toppled from the head to the foot of the list of cycle-importing nations, but that while Great Britain, whom we displaced, has recovered and is still increasing impressively our foreign business has dwindled to a mere skeleton and is still dwindling. It is a sorry reflection on that American acumen and aggressiveness on which many essays have been based.

The Rating of Motorcycles.

In connection with the rating of motor bicycles in competition, and especially in cases where any of the numerous formulae are used, considerable confusion is likely to be engendered in the mind of the non-technical rider over the discussion of cylinder contents, and his failure to comprehend

either just what the term is taken to imply, or else, its true relation to the actual power developed by the motor.

As a matter of fact, the value of the cubical contents is a fractional part of the expression used in the determination of the indicated horsepower. The other factors entering into the calculation are the average pressure of the gas during the working stroke, or, in strict accounting, the average pressure during the cycle, the speed, and a constant divisor, which is employed to reduce the expression to terms of the familiar horsepower.

In any formula applicable to the conditions of any sort of contest, two requirements must be fulfilled; first, the expression must furnish a just basis of comparison between machines of any and all types, and, second, it must be neither too bulky to handle, nor too abstruse to be comprehensible to the untechnical mind. Also, it is a great advantage, if the factors taken into account are such as may be obtained readily, and without the necessity of employing either affidavits of callipers. Suffice it to say that such a formula has yet to be produced.

In the method of Professor Callender, which has been used quite extensively abroad, and to a limited extent in this country, the ratio of weight to cylinder capacity, or cylinder capacity to weight, as it sometimes is taken, is multiplied by the time taken in covering the measured course, the lowest score obtained in this way denoting the winner. As the formula takes into account no question of the driving ratio and motor speed, these are left to the judgment and skill of the riders—factors, which, after all go to make up about all there is in competitive sport of any sort. Under this system, of course, it is possible for two riders mounted on duplicate machines which are differently geared, to compete at a disadvantage. Thus, in hill-climbing, the man riding the lower gear would be likely to achieve the better score, while in flat racing, the one having the higher would have the advantage, other things being equal. This fact, however, in no wise impairs the efficiency of the formula, so long as the question of gearing is made optional with the riders.

The use of the expression, however just or unjust it may be, has, on the other hand, a tendency to work havoc in the average mind when it comes to a consideration of the rated horsepower. For from the calculation

CORRESPONDENCE

Accounting for the Explosions.

Editor of the Bicycling World:

of the cubical contents of the cylinder, it is but a short and natural step, to divide the capacity by the rated horsepower of the motor, and to attempt thereby to arrive at a uniform system of rating for all motors regardless of their design in other respects. And, as a matter of fact, such a calculation carried out with any number of engines, is apt to bring about an astonishing uniformity of result which leads to the supposition that the method is a just one.

But when it is considered that in the maker's rating of the motor is counted not simply the capacity, but also the normal speed at which the motor will develop its best power, and the average pressure which it is expected that the gas will develop when fired, the utter fallacy of such a method is shown. For two motors having the same capacity, may yet be designed to run at different speeds, and at the same time may be so designed that they will develop their maximum output at those rates. Under these conditions, their power may differ by a considerable amount. Also, since it is a deplorable fact that many makers add a certain complimentary constant of "dream power," to the actual expected development of their motors, the division of the rated power by the capacity, in reality takes the investigator no further than around his pencil and paper, and back to the starting point. The system suggested by our correspondent, Mr. G. W. Pattison, Jr., would, therefore, prove of no avail.

From this it is evident that no expression for the power which does not take into account the speed in some manner, can be more than a rough approximation to the truth. A large number of average capacities, worked out on a basis of brake horsepower, might be of value when used in such a way, but even here, there is so much option in design that the question of speed would discount the result in many cases. But even counting the speed in one way or another, there is still left the question of the average pressure of the gas, a factor even more variant, so that in reality, short of close calculation, complete in every way, or the actual determination of the brake horsepower, there seems to be no good method or rating available. But as the gearing is purely a matter of personal judgment, as in the case of bicycle racing, and as personal judgment tells for better or worse, for the purposes of competition, there is nothing so good or so equitable as the Callender formulae.

I was very much interested in the article "Waste of Power," which appeared in your issue of July 21st, and have been giving quite a little thought to the phenomena of the repeated explosions that occurred in the experiment described. I think that a little reflection will show that very little of the products of the first explosion could remain in the tube after the expulsion of the cork as in order to blow the cork from the tube they must have expanded two or three times their original volume. The result would be that the tube would be quickly filled with fresh air after an explosion. The probable explanation of the phenomena is that some unevaporated gasoline which still remained on the walls of the tube mingled with this fresh air and caused the second explosion.

It might be interesting to note that the average $2\frac{1}{4}$ horsepower motorcycle engine consumes about one-thousandth of a cubic inch of gasoline per charge. This amount would be represented by a cube of one-tenth of an inch on an edge. Now as the cubic capacity of the tube used for the experiment was, judging from the drawing, about one-fifteenth of the capacity of a motor cylinder, it can readily be seen the very small amount required in this case.

The conditions in the case of a motor cylinder and of the tube are so different that it hardly seems to me that any deductions can be drawn. In the first place the gasoline vapor and air pretty well mingled before entering the cylinder by means of the carburetter and this mingling is assisted by the agitation of the suction and compression strokes; furthermore, the heat of the cylinder walls would most assuredly evaporate any gasoline which had entered in a finely divided liquid state. In the case of the tube experiment, however, we have only the natural tendency of the gasoline to evaporate assisted by the comparatively slight heat of the walls of the tube after the first explosion.

HAROLD H. BROWN.

Cubic Inches and Horsepower.

To the Editor of the Bicycling World:

I have read with interest your account of the contests that were run at the F. A. M. meets in Rochester, and if I had not been in the University of Michigan at the time would have been there. The Callender formula used in the hill-climbing contest set me thinking and it appears to me that it should prove a very satisfactory formula and much more than the rated horsepower of the machines, as it takes in all the necessary factors. Speed of the motor, of course, is left out, as it should be, as the machine has no exact speed, being governed by the driver.

I have made a few figures to satisfy my own mind and perhaps they may be of in-

FIXTURES

August 12—New York to Sag Harbor, L. I.—Veteran's eighth annual century run.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

terest. These figures relate to the displacement of the cylinders and as the speed of the motor is not a constant factor it has been left out. The figures I have at hand relate to seven machines. To get a just comparison I have divided the cubic capacity of the cylinders by the rated horsepower, giving the cubic displacement per horsepower. I find that the figures run from 6.43 cubic inch per horsepower to 9.98, a difference of 3.55, or by my figures, about $\frac{3}{8}$ horsepower, each being rated as one horsepower or in other words, and to be more exact, the second should develop 50% more power, but yet rated as the same or in whole numbers, one would give 2 horsepower and the other 3 at that ratio, yet both are rated to be equal. Verily, there seems to be some difference of opinion about rating the motors. Of course, this is the extreme case of the 7 machines.

Leaving out these two machines, I find that the average displacement per rated horsepower to be 8.84 cubic inch. The Thor and Indian type give 8.94. We would therefore judge that about 8.85 cubic inches should be figured per rated horsepower. The 6.43 machine is rated at 3 horsepower, but by these figures should be a little less than $2\frac{1}{2}$, while the 9.98 machine rated at 5 horsepower should be rated at $5\frac{2}{3}$.

Here are the figures of the number of cubic inches per rated horsepower. Note that they run pretty even with the exception of the last two which are the extreme cases mentioned: 9.05, 8.95, 8.62, 8.49, 8.98, 6.43, 9.98. The first 5 will average nearly 8.85. This data is taken from all the machines that are made or assembled in the East. I have not the data for the western made machines. G. W. PATTISON, JR.

WILEY WINS AT WORCESTER

Takes Both First Place and Time Prize—
New Yorkers Also Figure.

George A. Wiley, the crack little road rider of Syracuse, N. Y., made one of the best rides of his life when he won the 23-mile handicap road race at Worcester, Mass., last Saturday. Wiley had a handicap of three minutes and in addition to winning first place made the best time, covering the course in the fast time of 58 minutes 7 seconds. The veteran, Charles Mock, got second time prize, and Charles A. Sherwood the third one.

With the exception of the famous Irvington-Millburn race, last Saturday's race, conducted by the Worcester Bicycle Dealers' Association, was perhaps the biggest road event held this year, although it did not have the largest number of riders. Thirty-four men started and all but ten finished. The prize list totalled in value nearly \$600, and the running of the race itself was worth going miles to see.

Promptly at 3 o'clock the starter fired the gun that sent the limit men, who had nine minutes, on their ride. In rapid succession the other divisions followed the scratch men being Urban McDonald, of the Tiger Wheelmen; Charles A. Sherwood, New York A. C., and Charles Mock, Century Road Club of America, all of New York. It is estimated that nearly 3,500 people were at the course to give the riders a hand.

The race was over the "around-the-pond" course with the start at the Norcross residence at Fairlawn, going through May street, Park avenue, Coes square, Coes street, Mill street, thence to the watering trough in Tatnuck, thence through Chandler and May streets to the starting point. The course was covered four times, making a distance of 23.2 miles.

The course was in poor condition. In many places there were long stretches of mud, which caused many spills. Several of the riders were bleeding as the result when they crossed the finish line, but none required assistance to reach their dressing rooms. For two laps the riders encountered little wind, but as they got around Coes pond on the third lap, the wind began to blow a sixty-mile breeze. Up to this time all the men were riding well, but bucking against a stiff breeze fatigued more than one.

At the finish of the first lap, Leslie A. Louis, of Worcester, who started with the eight-minute bunch, was leading, followed by the other riders nearly as they had been handicapped. On the second time around Louis still headed the procession, with E. L. Morgan next, leading several riders from the seven, six and five-minute divisions. The best riding, however, for the second lap was done by C. M. Herrick, of Brock-

ton and Walter Brierly, of Worcester, who had worked up to third and fourth positions and had done most of the donkey work.

The first trouble came when Farrell of Worcester, punctured his tire after going twelve miles. Farrell is the pride of Worcester, and had been picked as the likely winner. After his misfortune Farrell rode a mile on a flat rim, when he changed mounts. The change did him no good, as the gear was far too low, and the crack Worcesterian was compelled to give up the struggle after going three laps. After it was seen that Farrell was no longer a contender the spectators turned to Brierly and Louis as the riders on whom Worcester's hopes centered to win the race and these two men were given a noisy hand as they came by on the third lap.

On the third lap, however, the knowing ones in the crowd began to open their eyes, for Wiley, the Syracusan, had worked up from the three-minute division to the leaders, and then was riding in seventh place. On the last lap, and in fact throughout the race, Wiley rode with that rare judgment that has often landed him a winner and when the proper time came for the sprint not one of the other riders was able to give him battle. By a beautiful quarter-mile sprint at the finish Wiley put yards of daylight between himself and John Flynn, of Wrightsville. When it was announced that Wiley had won both time and place prizes, a distinction of no mean proportions in a race of this magnitude, the plucky little visitor from up-State was made happy by the vociferous cheers that wafted in to him in his dressing room. Wiley was made gladdest, however, by the fact that his trip netted him two bicycles—a Yale and a Hudson.

One of the pluckiest rides of the race was made by Urban McDonald, of the Tiger Wheelmen, who has come prominently on the horizon of road racedom in the past year. During the first lap McDonald smashed his wheel. He jumped on another, but the change did not suit him and he called for another, which he got, and started to make up for lost time. McDonald's spirit is deciding to stay in the race drew vigorous applause from the crowd, who cheered his every time he passed. Although McDonald did not come in for a time prize he won an order for two months' barbering at a Worcester shop, which he is at a loss how to utilize.

Mock and Sherwood were favorites with a good part of the crowd and they certainly made a good fight. Besides winning second time prize—a Columbia bicycle, which, by the way, is the same make Mock rides—he finished for eighteenth place prize. Sherwood was only inches behind him at the finish and received a coaster brake and a gold watch for his efforts. Other New Yorkers who finished for prizes were Otto Brandes and Samuel Morrison, both of the Edgcombe Wheelmen. The first rider from each State to finish received a sweater,

donated by J. W. Grady, the well-known Worcester dealer. The summary follows:

1. George Wiley, Syracuse...	3:00	58:07
2. John Flynn, Whitinsville...	5:00	60:07½
3. H. S. Goodrich, Brockton...	7:00	62:07½
4. L. A. Louis, Worcester...	8:00	63:07½
5. W. J. Brierly, Worcester...	8:30	64:30
6. W. C. Walker, Wakefield...	7:00	62:29
7. A. Miller, So. Manchester...	8:30	63:59½
8. C. M. Herrick, Brockton...	9:00	64:31
9. Victor Gabery, Worcester...	9:00	64:50
10. P. Goulette, Worcester...	8:00	64:20
11. E. L. Morgan, Worcester...	8:00	66:30
12. J. E. Longergan, Worcester...	1:30	60:15
13. W. H. Bussey, Brockton...	1:30	60:15½
14. F. Brunette, Worcester...	6:00	64:46
15. Alvin Loftus, Providence...	3:00	61:59
16. F. J. Hall, Watertown...	5:00	64:10
17. C. O. Brandes, New York...	6:00	65:10½
18. Chas. Mock, New York scratch		59:23
19. C. Sherwood, New York scratch		59:23½
20. E. J. Brakerett, Lawrence...	4:00	63:23½
21. S. R. Morrison, New York...	3:00	62:52
22. F. J. Perreault, Malden...	6:00	67:12
23. James Magill, Whitinsville...	5:00	70:14
24. U. McDonald, New York scratch		67:35

Time prize winners:

1. Geo. Wiley, Syracuse...	3:00	58:07
2. Chas. Mock, New York, scratch		59:23
3. C. A. Sherwood, N. Y., scratch		59:23½

McFarland Figures in Australian Suit.

A slander suit is now being threshed out in the Australian courts has considerable interest as Floyd McFarland is indirectly concerned in it. Bartholomew James Gleeson, secretary of the League of Victoria Wheelmen, is suing D. Peter Smith, for alleged slander, and asks \$5,000 damages. The plaintiff complains that at a meeting of the Australian Natives' Association, held on May 25th last, Smith "falsely and maliciously" slandered himself, Gleeson, by saying, "The Eight Hours' Wheel Race was the deadliest 'slanter' ever run in Australia. McFarland had every man in the field 'dead' for him, and the secretary had everything arranged so that he could collect the prize money, and get away in the boat to America on the Wednesday after the race. The secretary of the league gave McFarland the prize-money, and got an order to receive the same from the Eight Hours' people, and he received the money, and when the other competitors attended at the Trades Hall to receive their shares they found that the prize-money had been paid over, and that McFarland had left for America."

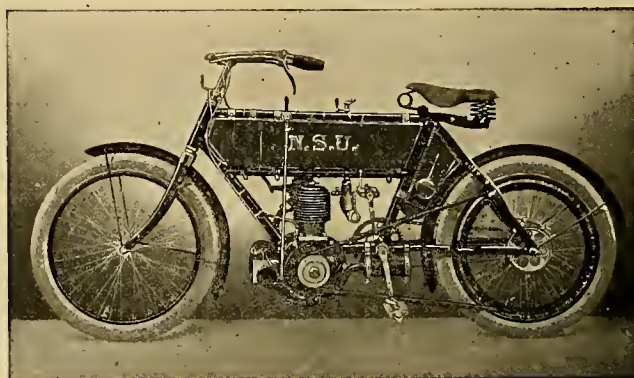
Novel Plea of a Thief.

"My brother bet me I couldn't ride and dared me not to try, so I just got on the machine to show him I could," said the gentleman who had been called to the bar to explain why he was unlawfully exercising dominion over one said bicycle alleged to be the property of another. "Six months," said the magistrate and the conversation lapsed.

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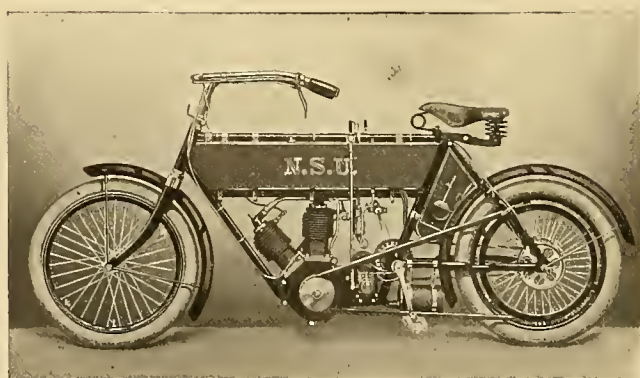
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How Pike's Peak Was Scaled By Motorcyclists



ABOVE THE TIMBER LINE

It transpires that G. W. Sheff, of Colorado Springs, was not alone in his ascent of Pike's Peak on July 26th, which was briefly reported in last week's *Bicycling World*. Two companions shared the hazards and the glory—Francis W. Davis and Glen Blake. All three are members of the Pike's Peak Motorcycle Club and also wore their F. A. M. pins, nearly every-member of the club being enrolled in the national body.

Although they had planned the undertaking for some time, the men, strange to say, had no true idea of the condition of the roadway, or rather the absence of roadway. Had they been properly informed on this point they freely admit that nothing could have induced them to attempt the feat. Years ago there did exist a wagon

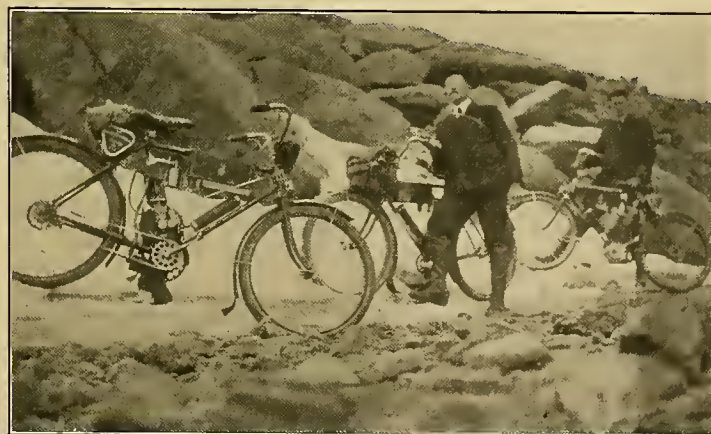
road, but for 17 years, or since the cog railway was built, it has not been used save by plodding but nimble burros. The abandoned trail is now strewn with boulders and in many places wholly blocked by masses of disintegrated rock. The motorcyclists either "bounded from crag to crag" like goats or else dismounted and "circumnavigated" the obstacles as best they could. At several points above the timber line, they encountered banks of snow and ice, which added to their labors. They penetrated dense clouds and likewise met with a typical Pike's Peak storm with its choice mixture of rain, snow and sleet. Each of the men was completely exhausted when they reached the top and spent the night at the Summit House.

The start was made from the campus

of Colorado College in Colorado Springs, at 5:30 o'clock a. m. They had completed but three miles when Sheff had a side fall which wrenched his ankle, but did no other damage. At the height of 9,500 feet, Blake suffered a puncture which caused a delay of 30 minutes and when 11,120 feet in the air—22½ miles from the start—a stop was made for luncheon. It had required four hours to complete that distance. The higher they went the more laborious and the more exhausting became the work; they were compelled to stop frequently to regain breath and strength. Sheff broke a pedal when within one mile of the top and it was exactly 2:50 o'clock, 9 hours and 20 minutes after the ascent was begun, that Sheff reached the Summit House—the first motorcyclist who ever had performed the feat;



THE ROCKY ROAD TO THE SUMMIT



WHERE SNOW BANKS WERE ENCOUNTERED



MORE FEARFULLY ROUGH GOING

he was followed 1 hour and 10 minutes later by Davis and Blake. The cyclometer on their R-S machines registered 28 1-10 miles.

As stated, the three riders were utterly exhausted. Even had there been time enough, they were not in physical condition to attempt the descent that afternoon. Accordingly, they remained over night on the summit and after witnessing the famed sunrise from the altitude of more than 13,000 feet, they began to retrace their route, for

despite the hardships, they had resolved to make the round trip. The coasting down was not either safe or easy. There were precipitous grades where discretion bade them walk and the walking was not so simple as it may seem, either. They reached the college campus at the base of the peak at exactly 1 o'clock, the descent having occupied 4 hours 40 minutes.

If the time consumed and the haggard appearance of the men did not tell the story eloquently, the tires on their machines



ON THE SUMMIT AT LAST

"spoke the piece." Blake's rear tire was worn to the last ply of fabric. The other men had placed new rear tires on their motorcycles before they started and while not in such bad shape as Blake's, they were worn to the danger point. Save for Sheff's broken pedal, the R-S motor bicycles stood the trying journey without blemish. None of the men were light weights, Sheff weighing 160 pounds, Blake 190, and Davis 200 pounds, which makes the feat the more creditable.

Cupid's Darts Fly at Salt Lake.

Evidently the bicycle riders at the Salt Lake City saucer have taken the love fever for two of them—Emil Agraz, of San José, Cal., and Ernest A. Pye, of Australia, have become benedicts within a week. The first wedding occurred on Friday, July 20th, but did not become public until a week later.

Pye, the Australian, who, by the way, has been in this country only a month or two, and Miss Grace M. Newborn, slipped away to Farmington and the blushing bride-to-be whispered to County Clerk George Blood that she wished to become Mrs. Pye as soon as she could. "Alright, come this way," responded the official, as he led the way into an adjoining office. "I'll make Pye of both of you very quickly." That night the newly-made husband won the pursuit race at the saucer. Agraz's affair was not a case of love at first sight, for he met the now Mrs. Agraz five years ago. On Wednesday of last week the popular San José rider and Miss Alice Bosquet were married by Judge Christopher Diehl. Agraz gave out that after riding in this year's six-day race he will give up bicycle racing and settle down in Salt Lake City.

An Orange (N. J.) branch of the St. George Wheelmen has been organized in that city. Fred Jenkins is president and Ralph Lee, secretary.

Great Britain's Motorcycle Census.

According to a census compiled from the registration records there are now in use in Great Britain no less than 46,574 motorcycles. This is an increase from 34,706 in 1905, and 21,621 in 1904, the total number of motorcycles registered being in excess of automobiles of all kinds by more than 1,000.

Suffolk Revives Cycle Path Tags.

Suffolk county, L. I., which permitted many of its cycle paths to go to ruin and ceased collecting the tax of 50 cents, is again enforcing the law. Eight thousand tags have been received and it is no longer safe to venture on the paths without one.

Muskegon Motorcyclists Elect Officers.

The Muskegon (Mich.) Motorcycle Club has elected the following officers for the ensuing year: President, Percy Anderson; secretary, J. Spencer Locke; treasurer, Paul Stamsen; captain, Dr. C. J. Dove; lieutenant, Alphonse Gagnon.

Cyclists and Motorcyclists to Unite.

The Garden City Wheelmen and the San José Motorcycle Club, both of San José, Cal., are to be consolidated. The amalgamated organization will be styled the Garden City Wheelmen and Motorcyclists.

Boston to Enforce Bell Law.

The bicycle bell law in Boston has been a dead letter for so long that cyclists of that city were alarmed when the report circulated that the police would institute a crusade against all offenders. Police Commissioner O'Meara says, however, there will be no crusade and has issued the following statement:

"There is to be no 'crusade' against people who ride bicycles without bells, or against any other kind of lawbreakers, but the police will undertake a steady, sensible enforcement of all laws. There is a tendency on the part of both the police and the public to forget laws unless they are aimed at offenses that are criminal in themselves.

"Take this law about bicycle bells, for instance. To ride without a bell is not what I should call, as a layman, a 'natural' crime, in the sense that theft is a crime; but it is a crime under a law passed for the protection of the public.

Big Earnings of Two Motorcycles.

Los Angeles has invested in new motor bicycles for its police squad. The squad numbers exactly two, but as they turned \$5,855 in fines into the city treasury during the past year, the authorities believe the cops fairly earned their new mounts and that they are paying investments.

FINE SPORT, BIG CROWDS

Continue the Rule at Salt Lake—More Records go—Holliday's Sad Accident.

Salt Lake City, July 25.—Because Floyd A. McFarland, the elongated San Joséan, has not acquainted himself with the racing rules in vogue in this country, he lost his unlimited match pursuit race against Ernest A. Pye, of Australia, at the saucer track last evening. After a long tiresome ride of nearly ten miles, "Long Mac" caught the "Kangaroo," patted him on the back and sat up. Pye continued and passed McFarland the next time around. McFarland protested, and said that he did not have to "pass" his man, only to "catch" him, but a glance at the rule book convinced him to the contrary. In justice to McFarland, however, it must be said that the race really was his, as he easily could have passed Pye when he caught him. One of the largest crowds of the season was present and it is safe to say that this race pleased them better than any match race held this season. Pye took the lead in the early part of the race and held it for seven miles, when McFarland led for a couple of laps. The riders see-sawed back and forth for the next couple of miles and then McFarland unwound, caught Pye and quit.

It has become such a common occurrence for Iver Lawson to shatter records that the spectators now take the announcement as a matter of fact. This was the case last night, when it was announced that the Swede had broken the three-mile open record established by himself just a little more than a month ago. Last night's three-mile lap race was about as exciting as one can wish to see, and the time—5:35¾—shows it to be about the fastest event ever held on the local track, all conditions and distance considered. Combinations were easily apparent and Pye landed Lawson first and McFarland second. Joe Fogler, of Brooklyn, was a close third, and Walter Bardgett delighted his friends by finishing fourth.

The scratch men did not have the chance of a snowball in Hades to qualify in the half-mile professional handicap and the race was won by Smith, out on 90 yards. Walter Bardgett made a heroic effort from 35 yards and got second, with Hardy Downing trailing him across the tape.

In his heat of the half-mile handicap for amateurs, J. E. Holliday took a bad fall. A doctor was called and it was found that he had run a splinter through his breast, between the ribs, which is thought to have punctured his lungs. Holliday is a popular rider and his misfortune has caused genuine universal regret and sympathy. The final heat of this race went to Rodney Diefenbacher, McLaughlin, King and Mayerhofer finishing in this order. Jack Hume showed a flash of his old form in the two-mile open, when he led John Berryessa, the Californian, across the tape a foot to the good. Fred

West was third, Hal McCormack fourth and Rudy Mayerhofer fifth. The summaries:

Half-mile handicap, professional—Qualifants: E. Smith (90 yards), A. J. Clarke (40 yards), Ben Munroe (70 yards), S. H. Wilcox (55 yards), J. E. Achorn (80 yards), Hardy K. Downing (15 yards), Walter Bardgett (35 yards), Saxon Williams (50 yards) and Jack Burris (60 yards). Final heat won by E. Smith, Salt Lake City; second, Walter Bardgett, Buffalo; third, Hardy K. Downing, San José; fourth, J. E. Achorn, New York City; fifth, S. H. Wilcox, Salt Lake City; sixth, A. J. Clarke, Australia. Time, 0:56¾.

Half-mile handicap, amateur—Qualifants: D. King (65 yards), P. Giles (30 yards), Phil Wright (45 yards), Tommy Morgan (55 yards), Rodney Diefenbacher (45 yards), Fred H. McLaughlin (35 yards), W. W. Anthony (90 yards), R. Meyerhofer (85 yards); and A. Crebs (15 yards). Final heat won by Diefenbacher; second, McLaughlin; third, King; fourth, Meyerhofer. Time, 0:54¾.

Three-mile open lap, professional—Won by Iver Lawson, Salt Lake City; second, Floyd A. McFarland, San José, Cal.; third, Joe Fogler, Brooklyn; fourth, Walter Bardgett, Buffalo. Time, 5:35¾ (world's record). Lap prize winners—McFarland (1), Williams (4), Wilcox (5), Achorn (3), Clarke (3), Pye (2), Hopper (5).

Two-mile open, amateur—Qualifants: Fred West, A. F. Burrows, Rudolf Mayerhofer, E. La Belle, Jack Hume, John Berryessa, Hal McCormick and P. Giles. Final heat won by Hume; second, Berryessa; third, West; fourth, McCormack; fifth, Mayerhofer. Time, 4:09¾.

Unlimited pursuit match between Floyd A. McFarland, America, and Ernest A. Pye, Australia—Won by Pye. Distance, 9 miles 7½ laps. Time, 22:15.

Salt Lake City, July 28.—After having used the expression, "It was the best meet of the year," some dozen or so times it begins to get monotonous to the reader, but this is the only phrase that may truthfully be applied to the meet last night. Two world's records were wiped from the books and new figures placed thereon, and one of the greatest battles ever fought on the track took place in the two-mile handicap. It was not a race where any one individual shone brighter than his fellows, for the riders had been making plans all week to carry off the first prize of \$100 in gold donated by the Utah Light and Railway Company and in consequence the combinations were very much in evidence. McFarland's fine Italian hand had picked himself, Lawson and Pye to win the race. Pye fell by the wayside and McFarland followed, but the great strength of Lawson served him to the finish and the winner of a world's championship and the world's record-breaker won by inches in one of the hardest fights ever seen on the saucer track and in addition lopped off nearly seven

seconds from his own record. The other combination, made up of Achorn, Burris, Wilcox, Smith, Williams, Palmer and apparently Clark, picked Clarke, Williams or Palmer to beat Lawson the Great, in the sprint, and that they did not do so was due solely to Lawson's herculean effort. Of the low markers, Downing and Fogler rode with clean consciences. They knew of the combinations, but preferred to go it alone and watch for an opening or a mistake by one of the big cliques. But the chance never came for these two.

At the crack of the pistol McFarland started with Lawson on to catch the oval. Pye waited, Fogler and Downing got next and with machine-like precision the men changed pace as each lap was reeled off. The long markers, well organized, did not alternate pace, but used each man until he was all in and then dropped him by the wayside. As the back men could not go fast enough Lawson was called upon to help get himself up in front. He set pace with the rest and the effort soon began to tell. At the end of the first mile there was still some distance to go and Pye resorted to the "all in" effort, rode his legs off and expired. There was now five laps to go and McFarland used his last kick to get Lawson to the front and two laps from home turned him loose to battle against the fresher Clarke, Williams and Palmer. Clarke challenged Lawson, was shaken off, and Williams and Palmer took up the gauntlet in the stretch. Lawson was fatigued but he beat Williams by an eyelash with Palmer hanging on. The judges made a mistake and put Palmer second, though he trailed Lawson. Hopper got fourth and Clarke fifth. No one was surprised at the time being a world's record.

Neither Lawson nor McFarland rode in the one-mile handicap, and Walter Bardgett landed Clarke, the Australian, winner from 65 yards. The crack Buffalonian certainly did some tall riding and Clarke's victory was hailed with delight. Hollister got second with Bardgett third.

Jack Hume's friends need not be alarmed over his apparent reversal of form the past few weeks, for Hume demonstrated last night that he is going just as fast as ever, by breaking the world's record in his heat of the mile handicap and winning the final. The only reason that Hume is not winning everything is that one or two other riders, namely, Fred West, young Crebs and the San José contingent are riding better and faster than ever before, which puts them on an equality with the University of Utah man. In his heat of the mile handicap Hume did the distance in 1:55¾, which is two seconds better than Smith's record, made five years ago. West's victory over Hume in the five-mile open, after a brilliant sprint to the front at the last turn, brought forth genuine applause. West wisely hung to Hume's wheel most of the way. Two laps from home the pair circled the bunch with Hume still leading at the bell. Many

thought Hume would win, but West upset calculations to a nicety by darting out from the rear and whipping Hume by inches right at the tape. Giles was third, Morgan fourth and Young Cregs, another protégé of Bardgett's, finished fifth and corralled six laps.

The motor pacing machine was noisy if nothing else. As usual, the sight of the machine whirling around the yellow bowl at a mile a minute clip, keyed the spectators to a high tension. Samuelson led from the first, lapped "Duck Soup" Turville and finished the race hanging on Heagren's rear tire. The summaries:

One-mile handicap, amateur—Qualifants: F. H. McLaughlin (45 yards), R. Diefenbacher (30 yards), W. W. Anthony (120 yards), A. Crebs (50 yards), Jack Hume (scratch), Hal McCormack (15 yards), John Berryessa (25 yards), Fred E. Schnell (50 yards), and Tommy Morgan (75 yards). Final heat won by Hume; second, Giles; third, West, fourth, Schnell. Time, 1:58. World's record broken by Hume in second heat. Time, 1:55½.

One-mile handicap, professional—Qualifants: Hardy Downing (15 yards), Walter Bardgett (65 yards), J. E. Achorn (95 yards), E. A. Pye (25 yards), Worthington L. Mitten (130 yards), Joe Fogler (15 yards), Cyrus L. Hollister (45 yards), A. J. Clarke (65 yards), and Saxon Williams (70 yards). Final heat won by A. J. Clarke, Australia; second, Cyrus L. Hollister, Springfield, Mass.; third, Walter Bardgett, Buffalo; fourth, Hardy K. Downing, San José, Cal.; fifth, J. E. Achorn, New York City. Time, 1:47¾.

Five-mile lap, open, amateur—Won by Fred West; second, Jack Hume; third, Pete Giles; fourth, Tom Morgan; fifth, A. Crebs. Time, 10:35½. Lap—Carter (7), Wright (8), Mayer (4), Anthony (1), Berryessa (9), Hume (4), and Crebs (6).

Two-mile handicap, professional—Won by Iver Lawson (scratch); second, W. Palmer (115 yards); third, Saxon Williams (120 yards); fourth, Norman C. Hopper (90 yards); fifth, A. J. Clarke (110 yards). Time, 3:41 (world's record). Laps—Williams (1), Wilcox (2), Burris (6), and Smith (1).

Five-mile motorcycle, professional—Won by T. M. Samuelson; second, Clem Turville; third, E. B. Heagren. Time, 6:26¾.

Good Roads in China.

According to a consular report from Nankin, China, that part of the Celestial Empire has not as yet taken kindly to the bicycle. Nankin is a city of considerable size and importance, but despite the fact that it now boasts of forty miles of newly made macadamized roads, but 18 bicycles were imported during the past year. In addition to these city carriage roads, the roads in the outlying districts are also said to be suited to the bicycle.

AUSTRIA WINS AGAIN

Its Team Captures International Motorcycle Cup—England Files a Protest.

For the second time Austria has scored in the International Motorcycle Race which was run off this year on July 8th at Patzan, in Bohemia. Last year Wondrick carried off the laurels for Austria on a Laurin-Klement, at the Dourdan course, near Paris, and this year Nikodem and Obruba, both riding Puch machines, took first and second places, by covering the distance of 168 miles in 3:13:45½ and 3:29:11¾, respectively. Metzka, also on a Puch, was Austria's third representative. England was represented by C. and H. Collier on Matchless machines, and Franklin on a J. A. P., H. Collier taking third place in 3:39:53¾, while Retenné, on a Progress, Germany's sole representative, was fourth in 3:55:21. The average speed of the winner was 52 miles an hour—a terrific pace for a two-cylinder machine limited to 112 pounds gross weight.

The "Little Bennett Cup," as the International Motorcycle Race is known on the other side, is a thing of French creation, but like the true sportsmen that they are, the Frenchmen immediately set up a howl and cried that they "wouldn't play any more" when they were beaten at their own game last year. Despite this, however, France was unofficially represented by the three René Gillet machines, ridden by Tavenaux, Fauvet and Lalanne, none of whom succeeded in making any kind of a showing.

Unlike the variegated collection of monstrosities and pedalless freaks that lined up for last year's event, the competing machines this year were of a more sane and less unconventional design, though the gross limit of 112 pounds, coupled with the fact that the use of the twin-cylinder motor was almost universal, must have made the process of shaving them down a difficult one. Weight was saved by making the front tire very much smaller than the rear one and by dispensing with everything superfluous, despite which the winning Puch machines presented much the appearance of a regular stock machine of the two-cylinder type. The Progress machine ridden by Germany's sole representative was of the same ponderous single cylinder type with outside flywheel of which three were entered last year and all of which met with disaster.

The circuit of 42 miles, which had to be covered four times in order to make the required distance, was one of extreme difficulty owing to its numerous sharp turns and poor surface in places, so that the average speed of 52 miles an hour for the whole run represented an unusually creditable performance. The start was made at 10 a. m., and before the finish of the first round two of the English machines were eliminated; the J. A. P., ridden by Franklin,

and C. Collier's Matchless. Metzka, the third of the Austrian team, went down before completing the second lap, while all three Frenchmen met an adverse fate early in the race. Two of them were thrown violently on the turns, Lalanne breaking his knee cap and Fauvet injuring his shoulder while Tavenaux's front wheel was damaged, putting it out of line to such an extent that it jammed in the forks. This reduced the competitors to the four who finished in the order given.

A protest was lodged by the English team against the Austrian competitors, Nikodem and Obruba, alleging that the manufacturer of the Puch machines which they rode, provided automobiles to accompany the Austrian riders and that these cars got in the way of the other competitors and were the cause of the numerous accidents that took place. Consideration of the protest resulted in the rather odd decision to permit Nikodem's victory to stand, but to return the cup to France for another race, if need be.

A Race and "Strike" at Revere.

James F. Moran was defeated by Will Stinson, in the twenty-five mile handicap professional motorpaced race at the Revere Beach saucer, last Saturday, 28th inst. Moran had given Stinson and John Bedell, of Newark, two laps, and the Cambridge man never allowed the Bostonian to gain until near the finish, when Moran gained a quarter of a lap. John Bedell was in second position until the twenty-third mile when his pacing machine got the "frets" and the Jersey man was compelled to go the rest of the distance alone. The professional sprinters kicked at the cash prizes offered so the "pro" sprint races were taken off the program.

Blockade of Coney Island Path.

For several weeks part of the "down" path of the Coney Island cycle paths have been closed to travel for no apparent reason. Despite the fact that the blockade requires cyclists to use the roadway, which is supposed to be forbidden ground and the use of which has led to several lawsuits, no effort is being made to reopen the cycle path. The Park Commissioner is such an urbane person, that it would seem only necessary for some Brooklyn organization to call his attention to the state of affairs to have it remedied.

Rain Causes Vailsburg Postponement.

Rain caused a postponement of the race meet on the calendar for Vailsburg last Sunday and consequently the program will go over until to-morrow, the 5th. An interesting card of events has been arranged for decision, one of the "pro" events being an unlimited pursuit race with eight riders in the fight. This will be the first time such a race has been held in the East and it should prove interesting.

METTLING FINDS FAVOR ABROAD

Little Yankee Begins to Win and "Catches" the Parisians—Several Records Cracked.

Little Louis E. Mettling, once the "Flying Schoolboy from Down East," has, after several attempts, made good on the other side of the pond. His forte is following the big pacing machines. At the two-days' meet at the Vélodrome Parc des Princes, Paris, July 14 and 15, Mettling won the feature event and, incidentally, broke three world's records. The blonde Bostonian is becoming as much a favorite with Parisian race meets as Walthour and the Gauls are making him execute innumerable "tours de honneur," as they did Frank Kramer.

The race in which Mettling distinguished himself was termed the "Grand Prix de 14 Juillet," which extended over two days, fifty kilometres being ridden each day. Mettling had as his competitors Parent, Rugère, Lautier, Baugé and Bouhours, the latter the 24-hour record-holder. Mettling and Parent picked up their respective pace-makers about the same time and it was easily seen that the fight would be between these two. At 10 kilometres the American led by a few yards, but was three seconds behind the record set by James Moran on May 13. After this Mettling began to "dig" and at 20 kilometres was leading Parent by 300 yards. Rugère was two laps behind followed in order by Bouhours, Lautier and Baugé. That he was steadily getting better was attested by the time, which was only nine seconds behind Lorgeou's record. The position of the riders was not changed at 30 kilometres, but Mettling had broken the world's record made last year by Walthour. His time was 21:54½, thirty-four and three-fifths seconds better than the time established by the Southerner. At 40 kilometres Mettling still held the lead. His time for the distance, a new world's record, was 29:02½, the old figures being by Walthour in 29:46.

The little Bostonian held his lead until the finish and when the gun announced the end was leading Parent by two laps. Rugère was third, three laps behind, and Lautier fourth, by ten laps. The 24-hour record-holder finished fourteen laps behind the leader and Baugé fifteen laps. Moran's time—36 minutes 11½ seconds—is a new world's record. The erased figures were 37:06, made by Louis Darragon.

On the following day, the 15th, Mettling duplicated his success of the previous afternoon, although he did not break any records. He finished 2½ laps in front of Rugère, and led Bouhours by eight and one-half laps. Parent was fourth, Lautier, fifth, and Baugé sixth. The time for the 50-kilometres (30 miles 80 yards) was 38:24½. The result was figured out on the point basis, and, of course, Mettling won; he had two points. The score of the others in

points follows: Rugère, 5; Parent, 6; Bouhours, 7; Lautier, 10; and Baugé, 12.

Walthour Suffers Defeat Abroad.

Robert J. Walthour, of Atlanta, Ga., the world's champion pace follower, is not doing so well on his present invasion of Europe as he did last year. His first two races have resulted in defeats. Walthour's first race was at Dresden, on July 15, where he met Guignard, Lorgeou and Rosenloecher in a 100-kilometre race. Guignard won in 1 hour 14 minutes 54 seconds, Rosenloecher finished second, 11 laps behind, and Lorgeou was third by 21 laps. The American finished last, 27 laps behind the winner. His next race was an hour affair against Paul Guignard, at Dresden, on July 22. Walthour was defeated by 14 laps. During the allotted time Guignard rode 50 miles 1,066 yards, breaking the local record.

Walthour will be the only American to contest the world's championships which are now in progress at Geneva, Switzerland. Hedspeth, the negro, and Schwab are riding in the sprint races, but, of course, they only serve as figureheads. Walthour won the title of world's champion in 1904 and held it last year against the pick of the world's crack pace followers. He is especially anxious to retain the title as it will result in netting him several thousand dollars in contracts.

"Jack" Prince Flirting with Memphis.

John Shillington Prince, sometimes called the "Rainmaker," and sometimes known by less complimentary terms, who is one of the greatest impresarios in the bicycle racing game, landed in Memphis, Tenn., last week, registered at the Peabody and paid his board in advance. Then he scurried around town, found some of the old-time racing enthusiasts and unfolded his scheme. There is no record of Prince's ever having been without a scheme. Prince told the Memphisites of his paying success with the Atlanta saucer this year and then said if the memories of the stirring finishes at the old six-lap Memphis track several years ago will be sufficient to bring out crowds he will build a track in the Tennessee city and form a Southern circuit. At about the same time, Gust Castle, the Atlanta dealer and promoter, was in Louisville, Ky., with somewhat the same plan.

Motorcycling from Kalamazoo to California.

Kalamazoo, Mich., has a motorcyclist and nature student embodied in the person of John Elyea, who left that city Thursday of this week for Los Angeles, Ca. Elyea has a number of relatives in the latter place and being possessed of the laudable desire to visit them, and see the country as it should be seen, and being the possessor of a motor bicycle, inspired him to gratify both desires at the same time. What route Elyea will take in his semi-transcontinental ride, he will not decide until he reaches Chicago.

KRAMER AND LAWSON MATCHED

Champion Goes to Salt Lake for the Meet—Three Races to be Run.

National Champion Frank L. Kramer and ex-World's Champion Iver Lawson, are to "have it out" again. They have been matched to meet in a series of three races on the Salt Lake City saucer on August 14, 17 and 21. Kramer was due to arrive in Salt Lake yesterday, where he will at once begin training and become acclimated, for the champion realizes that he will have no easy task before him to defeat the almost invincible Swede.

It is an open secret that Kramer was not in the best of condition after his arrival from Europe, while Lawson never has ridden better in his life than at the present time; so far this season he has broken nearly a dozen long-standing world's records. The forthcoming battle between these two men naturally is arousing a deal of interest and numerous bets of real money already are recorded. In fact, Dillon B. Burnett, Kramer's uncle, manager and spiritual adviser, has stated that he is willing to wager any sum from one dollar to a thousand that Kramer will win two of the three races to be decided. There are others who entertain an entirely different opinion, but that is another matter. Incidentally, Kramer's Salt Lake trip will net him enough to buy a new sweater. For riding three races he is to receive \$1,000. The distances are to be at one, three and five miles.

Poulain Tries Pace-following.

Gabriel Poulain, the world's champion, who is one of the few foreign riders that has taken Frank Kramer's measure, has essayed a new role—that of short distance pace following. He made his debut in that capacity at the Vélodrome Buffalo, Paris, on July 19, and, incidentally, made good. Poulain made two time trials and in one succeeded in setting up new figures. His first attempt was against the kilometre record, flying start, held by Henri Contenét in 1:03¾. Paced by Hoffman, the Frenchman succeeded in lowering the figure to 58 seconds. His next trial was against "Major" Taylor's 5-kilometre record of 4:28. Poulain made a good attempt but fell shy of the mark; his time was 4:31¾.

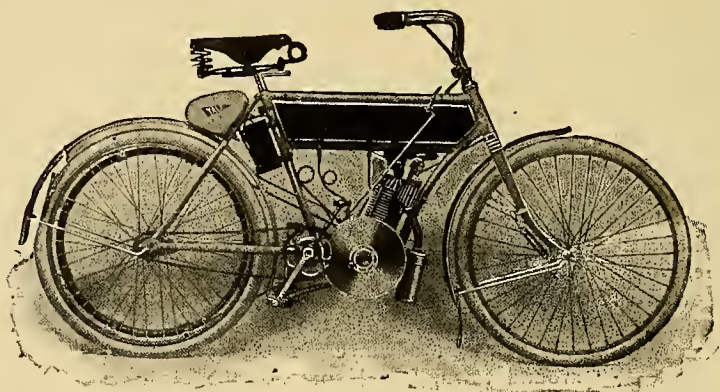
At the same meet the two Louises—Darragon, of France, and Mettling, of America—met in a match race behind pace. The first heat was a ten-minute pursuit and Darragon, of France, and Mettling, of America the incomparable Hoffmann in front, won out by 800 yards. The distance covered was 7 miles 1,559 yards. The second heat was at 20-kilometres (about 12½ miles), and again thanks to his superior pace, Darragon won, finishing three laps in front. Time, 16:38¾.

The Rain and Mud and Hills of the F. A. M. 390 Miles Endurance Contest Proved Convincingly

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and that the Yale-California Belt, coupled with sound mechanical design and construction, wastes no power. It was the only belt machine that “survived.”

4 Yale-Californias Started, and 3 Completed the Strenuous Journey; the fourth was put out by tire troubles.

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AGAIN THE "WATER CYCLE"

Reappears After Long Period of Rest—It Floats and then is Rescued.

After having faded from sight completely for many years, the man who has an ardent desire to convince his fellows that the bicycle is an aquatic bird and is fully as efficient on water as on land, has made a reappearance. It is fitting to speak of it as such for the man—it is more than even reportorial courtesy can stand to call him an inventor—is a stage carpenter. He is John H. Mitchell and when he is not paying out substantial portions of his weekly stipend to some model maker for building him bicycle boats, he sees that the drops and flies at the Casino hang so as not to interfere with the stage castles and "bum rocks" behind the footlights.

To those who can recall similar attempts of this nature that date back a decade or more, it is hardly necessary to describe this alleged invention. If its builder had advertised for one of these curios he probably could have saved himself the trouble of buying a second-hand bicycle and dismantling it to get the frame, for doubtless the attics of would-be inventors who cherished a similar idea in the past could have been made to open up and deliver their contents for a consideration not greater than that necessary to the acquirement of a discarded bicycle.

There is one slight modification and that consists of the use of an extra pontoon, or sealed boat, instead of the pair ordinarily employed to give the required bouyancy. This third one is placed ahead of the other two and is utilized for steering. The three are joined by a light wooden frame to which the bicycle frame with its handle bars and saddle are attached. The pedals, sprocket and chain are also retained and are used to drive a horizontal shaft carrying a three-bladed propeller.

"Some new fangled boat to shoot the shoots," was the comment of one of the spectators who saw the boat being taken to the Harlem river last week, where its sponsor pedalled it up and down the river for the edification of knots of curious on-lookers. He had taken the trouble to invite a number of people to witness the demonstration, but somehow or other they did not take sufficient interest in the proceeding to attend. It had been his original ambition to pilot his matchstick craft down the Hudson and around the Battery. But the project had to be abandoned for the more peaceful waters of the Harlem.

It is not very wide—this nondescript stream of dilute sewage with the ancient Dutch name—and it is spanned by bridges at frequent intervals, so that those who wished to look on could see all there was to be seen at a glance. A few days later, however, the alleged inventor undertook to conquer the Hudson, according to his

original plan, and he started south from the foot of West Eighty-third street last Tuesday. But the Hudson is broader and far more turbulent and it is only possible to look down upon floating objects from the upper deck of a steamer that is close at hand. Consequently, every steamboat pilot that saw this odd apparition slowly making its way down stream was under the impression that it was a man walking on the water and immediately started to investigate. The wash from so many propellers and paddle wheels that came perilously near, all but capsized the machine a dozen times.

By dint of hard propelling the combination finally got as far south as Cortlandt street with the aid of the tide and then something went wrong. The pedals revolved idly and the occupant of the saddle could not stir out of it for fear of being precipitated into the "big drink." A tug-boat pilot noted his predicament and picking up rider and machine headed for the nearest pier, but its foreman would have nothing to do with them. Repairs having been effected by this time, the combination made a fresh start, but only went about three blocks before encountering fresh trouble which left him at the mercy of the elements. He was rescued by the harbor police from the Battery station and was persuaded to go home, which he did, prophesying the great success of his invention.

Apart from the humorous side of the matter, however, it must be admitted that the navigation of such a stream as the Hudson for a distance of three miles or more of its busiest end is a record performance of its kind. There have been bicycle boats galore, as already mentioned, and most of them have been a success in their way, at least from their creators' point of view, but they have never been tried out on anything rougher or more dangerous than the surface of some wayside pond or small inland lake. It would be hard to find a more traffic-congested waterway than the lower end of the Hudson and the wash from constantly passing steamers of all kinds is a serious menace to any very small craft. At times such a navigator will find himself surrounded on all sides by steamers which are but a short distance away and their wash will attack him simultaneously from three or four sides when nothing but good management, supplemented by fortune, will avert swamping. Mr. Mitchell explained his breakdowns by the fact that his machine was only made from odds and ends, and that one properly built would give far better results, about the value of which he was very optimistic.

North street, Danvers, Mass., which has been closed to motorcycles and automobiles for some time, has been re-opened to these vehicles by the selectmen and the rate of speed fixed at not exceeding eight miles an hour. The order goes into effect in sixty days.

FIFTEEN FINISH IN BUNCH

Mock Inches in Front in Closest Race in Years on Long Island Course.

Charles Mock, the bald-headed veteran of the Century Road Club of America, made a double killing in the five-mile handicap road race promoted by the Park Circle Club of Brooklyn, at Valley Stream, L. I., last Sunday, 29th ult. Mock started from scratch and won both time and place prizes. Riders of the Edgecombe Wheelmen made a big bag, getting five of the ten prizes offered.

The race was exciting from start to finish. The limit men had four minutes and started to break records from the crack of the gun. But if they entertained any idea of losing the scratch men they thought differently after the race. When they received the signal to go the scratch men started off with a rush, as though they had only one mile to go and the result was that they caught the long markers at three miles. From then on it was like taking candy from an infant for Mock and McDonald.

The finish was the closest that has taken place in an open road race for years. Fifteen men were bunched at the tape. Mock gave one of his old-time jumps and beat McDonald by a few inches. "Hard Luck" Wilcox, of the National Athletic Club, was third. One of Tom West's horse blankets could have sheltered the rest of the bunch. Mock's time for the five miles was 12 minutes 29 seconds, which is going just a little. This is the way the riders finished:

- 1, Charles Mock, C. R. C. of A. (scratch);
- 2, Urban McDonald, Tiger Wheelmen (scratch);
- 3, Arthur R. Wilcox, National A. C. (0:20);
- 4, Otto Brandes, Edgecombe Wheelmen (0:20);
- 5, Frank Lane, Edgecombe Wheelmen (0:20);
- 6, John Eubank, Park Circle Club (0:45);
- 7, Reese Hughes, Edgecombe Wheelmen (0:30);
- 8, Samuel Morrisson, Edgecombe Wheelmen (1:00);
- 9, Richard Hughes, Edgecombe Wheelmen (4:00);
- 10, Peter J. Baum, Tiger Wheelmen (0:15).

Hinck Leads Field of Eighteen.

H. Hinck, of the Century Road Club Association, won the five-mile handicap road race for members of that organization at Valley Stream, L. I., last Sunday, 29th ult. Hinck had a handicap of 150 yards, and finished well ahead of the second man, George Glunz, who started from scratch. His time was 13:18½. Eighteen riders on marks from scratch to 400 yards, lined up for the start. Hinck used good judgment throughout the race and when the time came to pull away from the bunch he had the strength and speed to turn the trick. The summary: 1, H. Hinck (150 yards), 13:18½; 2, George Glunz (scratch), 13:22; 3, I. Lewin (100 yards), 13:22½; 4, A. Lewin (250 yards), 13:22½; 5, C. H. Burch (scratch), 13:23.

Bustleton in Pennsylvania

is not a very large place, but its inhabitants appreciate the value of bicycles and know how to add to their pleasure and their safety, that is, by equipping the bicycles with coaster brakes. That they are discriminating in their choice and that use has proven the wisdom of their choice, let the following bear witness:

We the undersigned all ride the Morrow Coaster Brakes and find them very satisfactory. We wish to state that most of these brakes have been run from three to five years and have given entire satisfaction both as to running and wearing qualities.

HORACE W. LODGE
JOHN F. BRADLEY
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THOMAS SEES
PAUL TUSTIN
JOHN T. MICHENER
HARRY L. BUCKMAN
HAWARD G. TOMLINSON
JOSEPH S. LETTERER
HOWARD SEES
FRED. K. MURRAY
ARCHIE DANIR
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WM. L. McMILLAN, JR.
R. B. TWINING
J. O. McMULLIN, JR.
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WM. FROAPS
J. S. PEARSON
S. HERBERT STARKEY
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HERMAN KUHN
CHAS. W. JUSTICE
JACOB T. ROBINSON
CHRIST BERLER
CHESTER W. ADAMS
HARRY S. TOWNSEND
GEORGE A. MURRAY
ROBERT MURRAY

"BACKSLIDER" TRIES TOURING

Finds it More Enjoyable than in Former Years—Here's his Story.

"Distance certainly does lend enchantment to the view and there is nothing the saying applies to with more force than the fond recollections we have of the pastimes of younger days," said an old cyclist not long ago. "We are constantly thinking what a pleasure it would be to return to our haunts of old and take up the occupations of days gone by, and the funny thing is that as long as we only think of it and cherish the illusion closely, there is no disappointment in store, but the man who is rash enough to try to turn back the score of years or more and imagine that he will find things now as they were then and as he thinks they are at the present moment, is bound to be sadly disappointed. The old home is gone, or it is occupied by total strangers and the old folks have all died or disappeared and instead of finding himself in the role of the returned prodigal, the glad homecomer soon realizes that he is but a stranger in a strange land and hikes back to where he came from by the very next steamer.

"I put in considerable time railroading in the Monroe Doctrine country—those little republics south of the Mexican border and a more God forsaken land for a real white man to have to exist in would be hard to find. There were always a number of Scotchmen or Englishmen on every one of those roads; there are to-day and there always will be and outside of gambling away their hard-earned coin the only pastime those poor fellows have is to sit down in the evening and compare notes with one another as to when they will quit and break for home and how delighted the old folks will be to see them. Hardly one in ten ever does it—they keep on talking it over and thinking of it, but the time seldom comes for the majority of them. And the one that does comes back again—sometimes on the same steamer that took him away.

"The same thing applies to pastimes, too. We think of how we would like to go swimming in the creek again, and eat raw chestnuts by the pint and all such juvenile foolishness, but when we see the creek it is not the same. It is a vile, filthy looking little stream and we wonder how we ever sat down in the mud on its banks or had the temerity to actually get into such dirty water, consoling ourselves with the old man's plaint that things are no longer what they were in the good, old days. And the chestnuts—no healthy boy would ever stop eating raw chestnuts while the supply lasted. But now they taste like raw potatoes and one is more than sufficient; it isn't swallowed.

Every man who has lived to a certain age knows all these things, and if he doesn't,

but is still cherishing that fond delusion about going back to the old days some time, let him keep away and not meet with grievous disappointment. But I want to say that there is one thing that never palls, no matter how late in the day you go back to it, and that is the bicycle. I have never given it up altogether, but it was quite a number of years since I had used it for anything but an occasional ride, though I kept thinking all along how nice it would be to retrace some of the tours of bygone days, and the thing kept going through my head so constantly that finally the idea took possession of me and I rashly decided to try it.

"And while I was about it I determined to go the whole thing. I raked up one of those diamond frame touring bags that strap in the open part of the frame. I had indulged in a good leather one years ago so that apart from a little green mold and

tour, for who ever heard of such a thing to-day around here? No, solitary enjoyment would be good enough for me, so I stole away without noising my departure around unnecessarily as if I were escaping from justice, and I started good and early in the morning so that there would be no unnecessary questions about the bulging touring case in the frame. I must have looked as if I had stepped out of a picture of ten years ago, but I was well beyond the ken of those who knew me well enough to ask impertinent questions long before the majority of people think of folding their breakfast napkins.

"The curious stares that greeted me on all sides were somewhat disconcerting, I'll admit, and some of the remarks I overheard were edifying if not flattering. 'My sakes, what a holy show,' chirped some factory girls on their way home, as I pedaled up the back street of a small manufacturing town in Delaware. I forgot to mention that the tour was from New York to Washington.

"'Git onter der travellin' bisickle guy,' was the comment of some Philadelphia gamins, while another ventured that I 'wuz agoin' on a bet' and he was ready to fight all that disagreed with his conclusion in the matter without further talk. They were still arguing things hotly when I passed out of earshot.

"I took things leisurely and restrained my ambition to keep going or rather to overdo the thing by not making a bit over 50 miles a day. The schedule worked fine. I did not tire myself out and I was fresh when I arrived at a stopping place in the evening and fresh again in the morning. Something that was not always the case in my earlier touring days, for we made all the distance we could each day—arrived tired out and got up the next morning aching in every joint. That was what I wanted to avoid and taking it easy was an effective preventative.

But the thing that I established to my satisfaction better than anything else was that bicycle touring was not like the raw chestnuts of my youth. I enjoyed it not alone as much but I think a great deal more than I did the first time I have ever gone over that route. Things had changed mightily to be sure, but what was more interesting than to remember the way it was and to see it now that the accomplishments of fifteen years of improvements had been made in it. On the whole, the roads are far better. They are not as free and unrestricted for the cyclist as they were for the automobile has come on the stage since and holds a large part of the center of it, but there is plenty of room for both. Besides the automobile has taken up the good roads question where the cyclist dropped them and has made substantial progress so at least that much is owing to the motor car.

"I was never so agreeably disappointed and when I got home from my trip of 500 miles, which I covered in a fortnight, count-



NEW YORK BRANCH 214-216 WEST 47TH ST.

a general air of mustiness, it was still intact. Took an old suit of knickerbockers and old clothes in every other respect. Put a toothbrush and a clean collar in the kit, filled it up with spares of one kind or another and set out to retrace the route of a tour that I had made almost fifteen years previous. Then I had a partner, but as he had a habit of breaking down every fifty miles on an average and as I had to do the tinkering because he didn't know enough about his machine to take care of it, I thought it was just as well to do it alone this time. At all events I wouldn't have any bicycle but my own to take care of and I set out on that in exactly the condition I found it except for a little attention to the tires in the way of pumping. What is more, I was somewhat afraid of being laughed at if I undertook to find a partner for a bicycle

ing a day or two spent in the capitol city, I had not only thoroughly enjoyed my vacation, but I felt and plainly showed the benefits of it. I was a disreputable object to be sure, but I was so proud of my achievement and its result that I did not attempt to slink back the way I had started out, but boldly arrived in broad daylight to the great surprise of those who had missed me. You can put me down as saying that bicycle touring is something that is perennially young. A man who has once enjoyed it will find it is all that his fondest memories of bygone days picture and the man who has never tried it will realize for the first time that he has never really seen the country he lives in—although I'm almost ashamed to confess that only after a lapse of years have I fully awakened to the fact."

How Wheels Hammer the Highways.

Wheels on a road have wearing effects largely depending upon the intensity of their pressure per unit area of surface. The intensity of pressure of the wheels of a loaded omnibus or other large vehicle is much greater than that of a steam roller, so that after a road has been properly made and steam-rolled, the wheels of heavy vehicles will "dig in" and form ruts. A roller, in passing over road metal formed of stones and sand, does not bear equally over the surface, but rests to a great extent on the stones, leaving the sand comparatively soft, so that heavily-laden narrow wheels easily cut the road up. A pneumatic-tired wheel having a yielding surface, exerts practically equal pressure all over its area of contact; while progressing over the road, it to a great extent absorbs any obstacles it may meet, and consequently does not hammer the road to anything like the extent an iron or even solid rubber tire does. The diameter of wheels has a great influence on the hammering action, as has also the efficiency of springing of the vehicles. A larger wheel occupies a longer period in rising on to and falling from an obstacle, and consequently the blow on the road is less than with the same load on the road is less than with the same load on a wheel of smaller diameter and the same width.

When Quick Action is Necessary.

Commenting upon the more or less prevalent practice indulged in by the passengers of runaway street cars, the Irish Cyclist is guilty of the Hibernianism that "It's the people who stick on that come off best." And this is borne out by the fact that in the majority of cases the only persons injured are those who have thrown themselves off headlong and come in violent contact with the road. Whether the same rule of procedure should be followed in the case of losing control of the bicycle is a question that must depend more upon the surrounding circumstances than anything else.

A runaway on a long steep hill is not apt to prove dangerous if it is straightaway and the rider does not lose his head. The greatest risk involved is the chance of something coming out of a side road suddenly and without sufficient warning to enable it to be avoided. As a rule, it is better to stick to the saddle under such conditions, however, making every effort to get the speed under control, meanwhile, as a resort in the face of danger, the old-time habit of braking with the shoe between the front forks is a valuable asset.

If sharp turns and obstructions are combined with a steep descent, the sooner the cyclist strikes "terra cotta," as the Irishman put it, the better it will be for him. There is far less risk of injury from striking the ground when leaving the bicycle while traveling at a speed of 15 to 20 miles an hour than there is in meeting an obstruction. The jump, if such it can be called, will naturally be rearward, but upon colliding with an obstacle, the parting will take the form of a flight forward and both its start and finish will be decidedly of the impulsive order. Alighting hurriedly by way of the rear will doubtless not constitute a graceful performance, but at the worst, it should not involve anything more than bruised hands and knees.

Dog Detective to the Rescue.

Brussels has a dog detective it is proud of. For some time in the darker parts of the city cyclists have been assaulted and their wheels stolen. A special police ser-

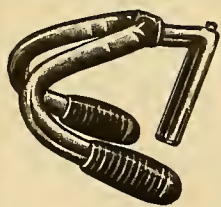
vice was organized to stop those crimes. It so happened that one of the officers charged with this service possessed a dog whose natural intelligence has been quickened by the best professional training which his master could give him. The dog was pressed into the service. On Monday evening, as his owner was unsuspectingly passing some piles of masonry on waste ground, the dog became restlessly alert, and, rushing among all the ins and outs, soon led the officer to the hiding place of five of the worst thieves known to the Brussels police. The spectacle of five men being "shepherded" to jail by one police officer and a dog attracted much attention.

Cycle Travel Across London Bridge.

In the course of twelve hours on an average day no less than 4,879 bicycle riders and 134 motorcyclists pass over Putney Bridge, London. And as this is only one of the several main outlets to the metropolis which is said to have no unusual share of the traffic, the figures give some idea of the number of both kinds of cycles used. They are the result of a census recently taken and strangely enough when compared with similar figures taken a year previous, show a decided falling off in the number of bicycles that is only slightly counteracted by the increase in the number of motorcycles. The latter figures were 5,920 bicycles and 93 motorcycles in twelve hours.

How Bicycles Improved Town's Health.

According to a French physician, the bicycle mainly is responsible for a greatly lowered death rate in Toulouse, a place that is notorious for its utter lack of those sanitary precautions that are now deemed indispensable to hygienic conditions. The popularity of the bicycle is given as the cause of the general good health enjoyed as it enables a large portion of the population to live outside of the town amid far better surroundings. This is the substance of an official report made by a medical faculty appointed to investigate, and a census of the number of persons employing this mode of locomotion in going to and from work substantiates it.



KELLY BARS



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AFFORD 25 CHANGES OF POSITION.

KELLY HANDLE BAR CO.,

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Cleveland, Ohio.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LIII.

New York, U. S. A., Saturday, August 11, 1906.

No. 20

WOOSTER DOES NOT APPEAR

Subpoena was not Properly Served—His Brother and Lawyer Give Testimony.

Those creditors of William Wooster, late of a cellar on Barclay street, New York, who assembled before Commissioner Alexander in the Post Office building on Monday last in anticipation of hearing some of the details of the ugly stories that have been afloat, confirmed by the probing of counsel into the beautiful \$18,000 failure of the "alleged bankrupt," were doomed to disappointment. Wooster failed to put in appearance, although he had been duly subpoenaed to attend. Nor was Samuel Kahan, his reputed counsel—who said that he had never seen his client but once—in a position to say when or where he could be found, or that he had not departed for parts unknown.

When asked if the settlement offered at the creditors' meeting last week of 25 per cent., 10 per cent. cash and 15 per cent. in notes indorsed by Wooster's father and brother, had been increased, Kahan replied that it certainly had not been increased to his knowledge—in all probability decreased, although he vehemently maintained that his client was solvent and could pay 100 cents on the dollar. Although he said he had not been formally retained and did not know the exact whereabouts of his client, whom he had not seen since the Friday previous, Kahan appeared as Wooster's attorney of record and said that he had drawn a bill of sale of one of Wooster's recently established branch houses at 519 Sixth avenue, Brooklyn, to his father, John Wooster, and that this transaction took place within 48 hours or less of the filing of the petition in bankruptcy.

The petitioning creditors were represented by Bodine & Liebman, and although it is alleged that the petition was essentially a friendly one, engineered entirely by the Manhattan Storage Co., there was no questioning along this line. It has developed that Simon Goldberg, whose claim amounts

to \$120, is or was an employee of the so-called storage company—the chief petitioning creditor—and that Henry Lee Stanley, who wants \$250 of the "alleged" bankrupt's assets, is a money lender or something of the sort.

Attorney Oppenheimer, of Thomas & Oppenheimer, who are prosecuting the case for the receiver under retainer from the latter's original counsel, devoted his attention to a possible relation that might be shown to exist between Messrs. Kahan, representing Wooster, and Bodine, representing the Manhattan Storage Co., both attorneys having offices in the same building within a few doors of one another, and each of whom was placed on the witness stand. Nor was his probing at all indirect; but even the question "Is it not a fact that this whole business was hatched up between you right in the office of Bodine & Liebman?" did not elicit any information.

Failing the star attraction in the shape of Wooster himself, whom his counsel testified he was unable to produce, a younger brother, Ernest Wooster, was taken in hand. He testified that he was in business at 110th street and Fifth avenue as a bicycle dealer, where he had been for nearly a year, having bought out the previous occupant for the sum of \$125. The witness's answers were evasive, indirect and rambling, and continued questioning at great length was productive of little information of value. After two hours' fruitless probing in the attempt to show that the business had been bought with the bankrupt's money and was run as a branch, during which it developed that the so-called purchase of the place had been by John Wooster, the father, with William's money, and the sale had been from John to Ernest Wooster in the name of William while the latter was abroad, also that little or nothing sold there was obtained from anyone but William Wooster and that Ernest drew what appeared to be a regular salary, the hearing was adjourned until Wednesday.

The star witness was equally minus at the adjourned hearing, and the examination of the younger brother, who had in the mean-

(Continued on next page)

RECEIVER CALLS A MEETING

Desires Creditors to Discuss Consolidated Affairs—Business now Paying a Profit.

In all probability, the future of the Consolidated Mfg. Co., Toledo, Ohio, will be settled at a meeting of the creditors which the receiver has fixed for Monday next, 13th inst.; it will take place in the Boody House, Toledo.

There seems not a ghost of a chance that the creditors will not vote to continue the valuable business, but as the time has arrived when preparations for next year must be made, Receiver Robinson states that he desires to obtain the views and, as far as possible, respect the wishes of the creditors concerning a reorganization or a continuance of the business under the receiver.

Since he took charge on May 2nd last, the plant has been operated at a profit, not, however, taking into consideration the interest accruing on the old indebtedness that dragged down the company. If ways can be devised to lift this burden, there seems small doubt but that the plant will at once become a good profit-payer.

Reports Australian Trade Good.

"Business in Australia is very good and my returns are increasing each day. In my several establishments, I do about \$3,000 per month in American fittings alone," is the substance of a communication from Herbert H. Smith, the Melbourne importer. As proof of his prosperity he has but just removed into much larger quarters at 290-294 Lonsdale street, Melbourne, and desires the American trade to know it. Smith adds that he is at all times open to deal with any concern ready to give him sole representation in his part of the world.

The Retail Record.

Milton, Wis.—E. S. Babcock & Son, sold bicycle department to Carl Gray.

Lincoln, Neb.—H. E. Sidles Cycles Co., sold bicycle department to J. A. Anderson & Co.

WOOSTER DOES NOT APPEAR

(Continued from preceding page)

time produced his books and papers, was proceeded with. The latter confirmed the facts brought out at the previous examination and also showed that he had deposited about \$350 in the State Savings Bank since May last in sums ranging from \$25 to \$85 although the books showed that he only drew \$10 a week.

At the examination on Wednesday, it came out that the subpoena had been served upon Wooster by Kahan, his attorney, instead of by a United States Marshal, in accordance with the provisions of the bankruptcy act. Consequently the time in which Wooster was required to answer the subpoena or be adjudged a bankrupt had not begun to run. Had Wooster's counsel held out on this point the proceedings would have been at a deadlock until the subpoena could be served in the regular manner, but the defect was waived and after a further argument it was also stipulated that Wooster be formally adjudicated a bankrupt, which was done, the papers being signed the next day by Judge Haugh, of the U. S. District Court, William L. Allen being appointed the referee in bankruptcy. The hearing was then adjourned until Friday the 17th inst., in order to give an opportunity to produce the bankrupt. Commissioner Alexander expressed his willingness to make the subpoena returnable within half an hour should Wooster be found before then, so that the date of the adjourned hearing will depend upon the latter fact.

The Man with the Swelled Head.

The fellow who has not enough pride in his work to get an occasional swelled head about it when he achieves any special success, is not sufficiently interested in it to deserve success. The vital question is, what will be the after effect of his egotism upon himself; will it inspire him to go at it again or prompt him to stop and try to look pretty at himself in the mirror of self-contemplation, says an exchange.

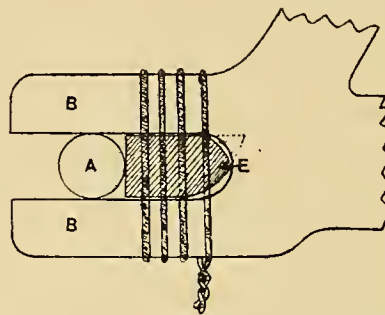
Egotism, like the measles, seems to be a peculiarity to which all members of the human race are subject and the earlier its more malignant form of attack can be brought out the better. The victim has more time to recover then and he usually makes such a noticeable fool of himself that he gets plenty of ridicule as a counter-irritant. One severe attack, if recovered from, is usually sufficient inoculation against a variety of serious future attacks upon a man's good sense later in life.

At the same time the man, be he in charge of the sweeping department in his employer's office or in charge of the office as employer and manager of a thousand men, who does not let a certain amount of pride in his business crop out occasionally is pretty surely running a business of which he has nothing to be proud.

WHEN A THREAD SLIPS

One of the Most Aggravating Troubles and an Extemporized Repair.

Of all the unhappy failures of a machine on the road, and of all the causes which lead to such mishaps, probably none can throw the rider into greater confusion and misery than those caused either directly or otherwise through the careless stripping of a thread. Simple as the application of a nut to its bolt may be, it frequently takes a practised mechanic to screw down an obstinate member without bringing about just the unfortunate circumstance mentioned. And everyone who knows the difference between a right and left-handed



monkey wrench, could, if he would, tell of at least one occasion in his life, when he has been guilty of the offense, through one cause or another.

But of all the difficulties which may be brought about through the stripping of a thread, probably none can be worse to the cyclist than that which befalls him when an axle nut goes wrong, especially when it belongs to the rear wheel. For the tension of the driving chain, no matter what the nature of the adjuster, will throw the wheel out of line soon after the removal of the pressure of either nut, and what to do then, is a question not to be lightly cast aside. Yet the remedy is not as difficult as might appear.

If the trouble is discovered before any damage has been done, it is generally possible to fasten the axle in position by chucking the opening in the rear fork with a piece of metal, or even with a bit of hard wood as a last resort, binding it firmly in place with wire, a turn or two of which, should preferably but not necessarily be taken about the axle itself, to prevent it from working back and forth against the tension of the chain. Seemingly the adjuster should be of sufficient strength to keep the parts in place, but unfortunately, this seldom is the case, as it is intended merely to hold the axle until the nut is brought home. After the distance piece has been wired in place, the nut should be run up, a strand or two of fine thread or waste being slipped through to pack it out, which, by the way, frequently will give it considerable holding power.

If one end of the wire be left long, and a turn or two of it taken about the outer

end of the axle outside the nut, before the ends are twisted together, it will tend to keep the latter from backing off. The simplest way of doing the repair, however, is that shown in the accompanying illustration. By binding the wire firmly in place, and setting up the nut with care, it is possible to get over a good deal of ground without coming to grief. One caution further is necessary, however, which is, see that the nut on the opposite end of the axle is fast before attempting to ride, as otherwise, still worse damage may be done.

The Economy of Bicycles.

John Garibaldi, who sells bicycles in Florence, Ala., evidently "knows his book." In a leaflet recently issued for circulation among his townspeople he has brought figures to their attention in a fashion that cannot fail to talk understandingly to their pocketbooks. These figures, too, which are as much instructive in New York or California as in Alabama, apply to Gruman & Swager, owners of the Florence meat market, who employ three bicycles for delivering their goods. The firm's "financial statement" as reprinted by Dealer Garibaldi, is as follows:

Three bicycles @ \$40.....	\$120.00
Repairing per year.....	72.00
Wages for three boys.....	300.00

Total expense for one year.....\$492.00

To do the same business would require three horses and wagons.

Three horses	\$300.00
Three meat wagons @ \$50.....	150.00
Three sets harness @ \$15.....	45.00
Repairs on three wagons.....	25.00
Horse shoeing	36.00
Feed for three horses.....	252.00
Wages three men	720.00

Total expense per year.....\$1528.00

Expense for three bicycles one year 492.00

Amount saved in one year.....\$1036.00

In his circular, Garibaldi also quotes John Anderson, the chief of the Florence police, who uses a bicycle for which he paid \$45 two years ago and has since spent but \$5 for repairs. The chief testifies:

"I prefer a wheel to a horse and buggy. Am all ready for business. I save at least \$150 a year by having a good wheel. In two years I have saved \$300.00 and have a good wheel yet."

Carry a supply of adhesive tape with you even more religiously than you did before becoming a convert to the motorcycle. It will be found of value for many purposes in addition to tire repairs and the supply should be correspondingly more generous than that relied upon for the bicycle. Buy a half-pound roll at either an electrical or an automobile supply house and do not bother with those dinky little five-cent pieces that are principally cardboard core as well as a snare and a delusion in other ways.

PROF. LUCKE ON ALCOHOL

Government Expert Warns Against too High Hopes of its Use for Motors.

According to Professor Charles E. Lucke, of Columbia College, who was recently appointed by the Government to examine into the possibilities of using alcohol as a fuel in the external combustion motor and report thereupon, too much faith should not be placed in this fluid as an immediate substitute for gasoline, so that those motorcyclists who have been raising high hopes on their ability to "change their drink" once the bill permitting the use of denatured alcohol, tax-free, goes into effect on January 1st, 1907, had better take a reef in their aspirations in this direction.

"Notwithstanding the fact," the Columbia professor said in an interview, "that the heating value of alcohol, or the number of heat units contained, is much less than that in gasoline, it is found by actual experiment that a gallon of alcohol will develop substantially the same power in an internal combustion engine as a gallon of gasoline. This is owing to the superior efficiency of operation when alcohol is used. Less of the heat is thrown away in waste gases and in the water jacket."

The fact of the matter is that gasoline develops vastly more heat than is needed for internal combustion engine purposes, hence the cooling processes to which the cylinders must be subjected by water jackets or air-cooling devices. On the mere matter of heat units, a much lower grade of alcohol could successfully be contrasted with gasoline than appears to be the case. The 90 per cent. grade is the popular one for industrial purposes, and it can even be used lower, so much so that the percentage of heat units in favor of gasoline may be nearly two to one.

"The return for the unit of heat in the work done by the engine," explained Prof. Lucke in his laboratory, "depends chiefly upon the compression before the explosion. We can compress a weak solution of alcohol 50 per cent. more than gasoline. There is no danger of pre-ignition as would be the case were an attempt made to compress gasoline in the engines now in use to a greater extent than is customary. This danger is eliminated by using weak alcohol.

"On the subject of alcohol as a suitable fuel for motor vehicles we encounter a different proposition. From the present outlook it seems as though gasoline will continue to be the most serviceable fuel. We use a smaller clearance space to get a higher compression, and, in the use of alcohol in motor cars, the effort is to be along the line of the maximum of economy for the greatest possible power, the engine would be so hard to turn—that is, to start by the crank shaft—that it would be practically impossible for a man to do it. To

make the automobile-using alcohol convenient to handle, changes in compression must be made, and this will weaken the efficiency of power from the alcohol fuel. To make alcohol a commercial and economic possibility for automobiles, it must sell for just about half the price of its equivalent in gasoline, as practically twice the amount of alcohol must be carried to do the work. This would necessitate an enlargement of the fuel tank or refilling it at shorter intervals.

"Why are automobile manufacturers experimenting with the use of alcohol then? So as to be ready to give the public what it wants in case the cost of alcohol makes its use an economic possibility. Experiments in automobile use are yet in their first stages, and mechanical improvements may be devised which will lessen some of the present difficulties. The question of cost will be the prime factor. In the stationary engines the problem is easier because by large flywheels the engines can be started without trouble.

"No one knows what the cost of denatured alcohol will be. According to statistics it should be made and sold at a fair profit at from 18 to 25 cents a gallon, perhaps less. Wherever it may be manufactured it will still be under Government supervision, and when released from bond the revenue officers will see that it is properly denatured. The leniency of the Government in allowing alcohol distilleries to be set up wherever there is a legitimate demand for them will assuredly have some effect upon the cost."

It may be of interest to add that in connection with his experiments made for the enlightenment of the Treasury Department, Prof. Lucke is willing to test without charge any small motors or carburetors or other devices designed to be used in connection with alcohol as a fuel, if they are forwarded to him carriage prepaid.

Influence of Climate on Metals.

It still remains a fact that evidence is not lacking which would indicate that steel made twenty-five years ago, and of which the composition was not so carefully considered as of the steels of to-day, did withstand the influences of climate better than modern steels. That steel is always more quickly corroded than iron was firmly believed by many for a long time, and test after test could be adduced by the advocates of iron to prove the correctness of their beliefs. On the other hand, the steel boiler, the corrosion of which was so much dreaded, is now universally employed, and corrosion has not proved in practice to be the awful thing anticipated.

Germany's production of alcohol for the month of March amounted to something over four million gallons, of which about twenty-seven per cent. was denatured, and, therefore, free from taxation.

TRIES THREE CYLINDERS

Foreigner Applies them to a Motorcycle and Evolves Other Odd Departures.

Two and four cylinder motor bicycles have come, the former, evidently to stay, and the latter, somewhat tentatively. Now an Englishman appears on the scene with a three-cylinder mount, which, if nothing more, serves to supply the missing link and present an even gradation in design of from one to four cylinders. Whether this machine ever will amount to more than the proverbial "missing link" and pass beyond the stage of a mere curiosity, remains to be seen, but judging from the appearance of the first example of the class, it will not, for it is very cumbersome.

Abandoning the traditional diamond frame, yet preserving something of its contour, the constructor of this new departure has built a frame, the top of which stands but twenty-seven inches from the ground, and which, therefore, places the rider within foot-reaching distance of the ground at all times. This backbone, instead of being connected with the upper end of the head tube, is joined to it at its lower end, just over the crown, while from the top two diagonal braces run to the rear forks. Here are joined four tubes, one from the seat post, one from the head, one from the side of the machine, corresponding to the ordinary chain stays, and one from below the latter, which serves as a support for the lower end of the rear mud-guard.

The horizontal tubes, corresponding to the chain stays, just referred to, run forward nearly horizontal, to a point just back of the front wheel, where they are supported by a pair of members joined to the lower end of the head tube, and corresponding to the lower tube of the diamond frame. The frame is completed by the seat post tube which runs only to the plane of the diagonal braces which it joins by a "T" connection.

The parallel and horizontal construction of the two lower tubes, gives a natural and staunch support for the motor, which is of the fore-and-aft type, with vertical cylinders. Instead of being mounted on them, however, it is suspended from them, the crank-shaft lying entirely below their level, thus giving a low centre of gravity, and placing the working parts close to the ground. The tanks are built into the frame over and around the motor making a very compact arrangement of parts, and allowing for a minimum of piping and connections. The transmission, necessarily unusual from the nature of the machine, consists of an eight-inch leather-faced clutch on the flywheel, through which the power is taken by skew gears to a cross shaft just behind, from which a pair of grooved pulleys drive to either side of the rear wheel.

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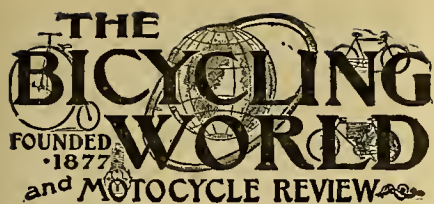
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Protect the Proud Titles!

While roses by any other name may smell as sweet, it cannot be said—taking liberties with the word “smell”—that the same is true of bicycles.

This observation is born of the increasing tendency to “disinter” the titles of some of the proudest bicycles that ever rolled on American highways and to apply them to creations of the \$14.98 and \$19.23 types. It is a matter of rumor that Mr. A. H. Overman, one of the pioneer manufacturers, and ever jealous of his product, has threatened to take action to stop the use by others of the name which for so many years was one of the marks of bicycle quality; and it is to be hoped that even if no action is taken by Mr. Overman or by any of the other manufacturers whose former trade titles have been revived and pre-empted by others, that the consciences of those responsible for their present use will prick them with sufficient keenness to cause them to desist. For surely any one whose fine sensibilities are not wholly blunted, must be possessed of a guilty feeling and must experience spine-creepiness when they represent a bargain counter bicycle as, say “the famous Sterling—built like a watch.”

“Sterling” is but one of the once-proud titles that has been “brought to life.” Only this week, a department store spreadeagled the name over the better part of a page—dwelt fondly on the “built like a watch” qualities of the bicycle of that title which it offered to the great green public and at a price that would make the producers of the original and truly watchlike Sterling hide their heads for very shame.

The practice is one that really threatens the high grade interests. For if the public is infected with the idea that bicycles of the once famous Victor, or Sterling, or Wolff-American quality are now to be had for \$14.98 or \$19.23, it will make it very, very much harder to sell Columbias, Pierces, Racycles or any other of the known and admitted high grades of to-day.

If the Cycle Manufacturers' Association or anyone else can do anything to abate the evil and deception—for it is deception—they should lose no time in doing so. It is not fair to the public or to dealers or to high grade manufacturers that tubing, which, so to speak, is fed into a hopper and comes out in the shape of bicycles, should masquerade under famous names that lend to them a quality which they not only do not but simply cannot possess.

The Man with the Open Muffler.

The suggestion of Mr. G. W. Sherman, which is printed in another column, that motorcycle manufacturers agree to eliminate the muffler cut-out, and thereby at one fell swoop practically end the open muffler nuisance, is worthy of consideration. But we fear that however desirable, the proposed remedy will prove too radical for general acceptance, although, as Mr. Sherman says, a good motor bicycle does not actually require such a contrivance. There is not one hill in a thousand that cannot be surmounted without the slightly increased power which it affords. We ourselves have had occasion to resort to the use of the cut-out but twice during a twelvemonth and then for periods of not more than ten seconds.

The excuses given for its use are usually empty ones. “The machine seems to run better” and “It’s a better alarm than the horn,” are two of the near-valid ones that we have heard given; “I like the sound of the noise,” was the one most brutally frank and the one that probably represents the most general truth.

Such reasons, however, are typical of the

unthinking disregard of the best interests of motorcycling and of the comfort and safety to the public. And where such disregard continues—and we know of instances where it continues despite appeals and entreaties—nothing short of suppression of the evil by the manufacturers or by law will avail; and so many cut-outs are applied to machines now in use that any action by manufacturers would not reach them. The law, therefore, is sure to step in and apply a restraining hand. In New York City, the authorities already have taken notice and among other resolutions affecting motor vehicles now pending in the City Council is one calling for a law requiring the use of mufflers and forbidding undue and unnecessary noise. Only foreknowledge of the fact has enabled the officials of the Federation of American Motorcyclists to take some of the sting out of the prospective measure.

It is certain that similar enactments will follow quickly in all directions and when the burdens of some of them have been actually felt, it will be fully realized how great is the harm inflicted by the man with the open muffler.

In New York, as in other large cities where the man in the street no longer finds it necessary to dodge a procession of bicycles at each crossing and accordingly prattles about cycling being “dead,” within the last month one of the big department stores disposed of 220 bicycles in two days. Of course, they were not high priced goods and also, as a matter of course, they were sold by a bold and magnetically worded advertisement, but, however disposed of, that such a large number of bicycles should be sold by one house in such a short time is sufficient to take the breath from not a few croakers who fancy that there is no demand for them.

There are mighty few things that can withstand wear and tear to the same extent as the bicycle and still be fit for service, but it should be remembered that a thing is no stronger than its weakest part and the weak part of the bicycle is its “footwear.” Iron and steel, paint and varnish are not proof against neglect but cleaning and a good oiling will bring the former back into working order while the value of the latter is confined to the ornamental and neither conduces to speed nor service. But rubber and canvas are perishable so that common sense dictates care of the tires.

CORRESPONDENCE

To Make Cycling Enjoyable.

Editor of The Bicycling World:

With the modern equipment now at our disposal, much more can be accomplished in the way of spending an enjoyable holiday and with much less effort than is acknowledged by the riders of the present time. The relic of the "bicycle craze" seems to be still lingering in the minds of many who would otherwise think more favorably of this form of locomotion as a means of bringing them to those "thousands of beautiful nature pictures."

Why should a cycling trip be said to be "too much like work"? Cannot all the objectionable features be remedied? Some of those who have called it "work," have even gone on a canoe trip to carry their canoe and 100-pound packs over portages half a mile long through the woods. This seems to be about the best imitation of work one could desire. We have also many times passed an automobile on the road when the occupants of the car were doing "stunts" which very much resembled work. Almost all forms of sport have at times been turned into too strenuous an exercise. Joseph Pennell and his wife pushed their wheels over six of the great passes in the Alps in one week and an enthusiastic golfer has walked thirty-nine miles in one day's playing.

Why should we condemn a sport because it is overdone sometimes? We do not need to do these things. This is what we should guard against if we want to take the most pleasure out of our sport. There are times, though, when we are feeling extra good and a great deal of satisfaction is felt after accomplishing more than an ordinary day's ride. We must ride our wheels rationally and not submit to the tendency to push on and buck against the elements. The riding of high geared wheels is a thing of the past, or should be, for we know that this is one of the things that has spoiled many an appetite for road riding. Nothing above 75 should be used for this purpose. Get a good pair of resilient single tube tires and a soft springy saddle. These will help greatly to make wheeling a pleasure. A coaster brake is indispensable. The carrying of heavy packs is a mistake. Carry only those things which are absolutely necessary: your repair kit, toilet tackle and night shirt. These things wrapped in a thin waterproof cloth will make a small parcel and can weigh much less than a pound. Ship your grip ahead by express for your changes. A kodak should be carried by one of the party. Every wheel should be fitted with a coat holder. Riding in your shirt sleeves is the only way. In hot weather a vest is an "elephant" and your shirt, knickers and stockings should be made of the most porous materials you can get, to allow the air to circulate through them freely.

Two or four are the best numbers for a

wheeling party, but four should be the limit. Sometime you will want to stop at some small hamlet and would find trouble in getting accommodation for a larger number. Never do any riding after dark. Much of the scenery is missed in doing this. Get up early in the morning and do most of your riding then and late in the afternoon. Take it easy during midday.

Good riding and splendid scenery can be had in a trip through the Berkshire Hills or the Catskills, and fair riding and better scenery in the Adirondacks and White mountains, or why not a pilgrimage to the old historical towns of eastern Massachusetts? Personally, I enjoy riding on a poorer road with the mountains to look at than riding on State road through the more level country.

For those whose holidays are limited to two weeks each year I know of no way that they can be spent to better advantage than in taking a cycling trip. Get out your maps, you wheelmen; arrange a trip and try it.

E. J. BOWERS, Toronto, Canada.

Would Eliminate Muffler Cut-outs.

Editor of The Bicycling World:

All that you have said concerning the open muffler nuisance is very much to the point. The motorcycle industry has been growing slowly but surely and if the maker, the dealer and the rider desire to have it continue without hindrance, and do not wish to have favorable laws abolished and care to enjoy the privileges of the road without price, let us start at home with our missionary work. Do away with the muffler cut-out. By so doing we will diplomatically handle and quiet a subject that is bound to bring laws that will be a great burden to the motorcycle. This cut-out contrivance is creating a feeling among the horse owners that will surely produce these bad laws.

The noisy plaything will bring suits for damages and painful accidents, which will prove detrimental not only to the one who is the direct cause, but to all motorcyclists. Cities and towns are now beginning to take action on the subject. It is a subject that indeed needs serious consideration.

A silent machine will bring good results and impressions from all sides. Some of the first questions asked by prospective purchasers are "Does this machine make as much noise as those I hear on the streets?" "Why are they so noisy? Must it be so?" To manufacturer, dealer and rider, I say, Do not permit this nuisance to spread; let us all stop it now. I would suggest that the F. A. M. send out a pledge to all of its members for their signatures to refrain from using the muffler cut-out. The organization has worked hard for the welfare of motorcycling and this move would be a good one as it will aid them to promote favorable laws in States that now have objectionable ones.

I trust that the manufacturer, the dealer

FIXTURES

August 12—New York to Sag Harbor, L. I.—Veteran's eighth annual century run.

August 12—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's 25-mile handicap road race; open.

November 29—Century Road Club of America's fifty-mile handicap road race; open.

and the rider will express their views on the subject in the columns of this paper. Personally, I believe it is the duty of the manufacturers to join hands for this one reform, and can give assurance that the makers of the R-S motor bicycle will be one of the first to agree to do away entirely with the cut-out, which seems to have been adopted chiefly to satisfy a limited demand for a noisy toy. We all know that for practical purposes a good motor bicycle requires no muffler cut-out; it is not an improvement and as for being a talking point, I submit that it talks against itself and to the injury of both the pastime and the industry.

G. W. SHERMAN, Reading, Pa.

Care that is Worth While.

Regular habits beget carefulness and constant care is a golden specific against involuntary road stops. It takes but a moment to thumb the connections of the ignition system and feel the wires to see that they are not loose or broken or about to become so. Nine times out of ten the inspection will be unavailing, but the tightening of the loose nut found on the tenth occasion will save more time than a hundred such examinations consume, not to speak of averting the necessity of calling upon that lame excuse which is usually delivered in such a surprised tone, as if a written notice of the defect should have been sent in advance—"Why, I never knew that was coming loose!"

"TOUR" THAT IS A RACE

**Lasted 24 Days and was a Gruelling Grind
Only 14 of 75 Finish.**

Réné Pottier, a French road racing professional of no mean ability, has won France's biggest professional road race of the year—the tour de France—and, incidentally, Pottier will undoubtedly be seen in the coming six-day race, this French event having no small bearing on the selection of the foreign stayers to participate in New York's annual six-day grind.

The race started on Wednesday, July 5, from Paris, with 75 competitors, and finished at Paris on July 29, with 14 riders still in the fight. This big event is in no way like road races conducted in America. It is run in stages—there were thirteen in all—with prizes to the winners of each stage. The first man to arrive at each control is marked with one point and so on, the lowest total number of points winning the race and the final prize of \$1,000.

The first stage was from Paris to Lille, 171 miles, and pacemakers on single wheels were allowed for this part of the journey. At Amiens, about half-way from Paris to Lille, the leading group passed in this order: Passerieu, Cadolle, Trousselier, Wattelier, Pottier, Ringeval, Auconterier, Catteau, Georget and Decaup, Dortignacq being the only first rater to drop out before Amiens was reached. Forty yards before the finishing control at Lille was reached Passerieu led Trousselier, Pottier and Emil Georget, and looked a likely winner, but the last named put in some good licks and got across the line a length ahead of Passerieu, Trousselier, Pottier, Petit-Breton and Cadolle finishing next in order. The time was 10:09.

Forty-nine riders qualified for the next stage, run July 6, from Douai to Nancy, 248 miles. Most of the riders encountered innumerable punctures, one of the worst sufferers being Pottier, who used all his spare tires, and had to ride the last fifteen miles on the rim. At the half way point Pottier was half an hour behind the leaders and seemed hopelessly out of the second stage, but his good plugging landed him winner at Nancy, in 14:21. Petit-Breton finished second, followed by Maurice Decaup, Emile Georget, Passerieu, Trousselier, Beaugendrie and Cadolle.

The third stage from Nancy to Dijon, about 300 miles, was decided on July 8. Pottier was again successful and beat Passerieu to the control by three-quarters of an hour. Cadolle was in third position, Petit-Breton fourth and Emile Georget fifth. Pottier's time for the distance was 15:18:41. Pottier was again in front when the end of the fourth stage at Grenoble was reached; he rode the distance of 184 miles in 10:32. The other leaders, in order, were Cadolle, Dortignacq, Petit-Breton, Georget and Passerieu. The fifth stage, from Gren-

oble to Nice, 221 miles, saw Pottier win for the fourth successive time, covering the distance in 12:27, twenty-six minutes better than Passerieu, who finished second. In this stage Christopher furnished a surprise by finishing third. As was fully anticipated, the long final sprints of the four preceding journeys began to sap Pottier's strength and it was no surprise that Passerieu beat Pottier at the finish of the sixth stage, at Marseille, 191 miles from Nice, on July 14. Passerieu succeeded in getting home first by two lengths, his time for the distance being 11:22.

The seventh stage from Marseille to Toulouse on July 16, was 300 miles in length and at the finish a beautiful sprint resulted between Louis Trousselier, Passerieu and Petit-Breton, the first and last named being well-known six-day riders. Trousselier beat Passerieu by a wheel at the tape, little Breton getting third by a half-wheel. The time was 17:22. Cadolle and Pottier were fourth and fifth, respectively, an hour behind. The next stage was from Toulouse to Bayonne, about 184 miles. Dortignacq finished first, Trousselier second, Pottier third, Passerieu fourth, and Petit-Breton fifth. The winner's time was 10:48:02. On the 20th of July the race was from Bayonne to Bordeaux, 151 miles, and Trousselier again surprised many by beating out Breton in the last wild sprint, getting across the tape by half a wheel. His time was 12:13. Following Breton, but some distance behind, came Dortignacq, Pottier, Cadolle and Passerieu. At the finish of the tenth stage—Bordeaux to Nantes—234 miles, nearly all the Frenchmen began placing their bets on Trousselier, for that popular young rider was running Pottier and Passerieu a close race in points. At the finish of the stage at Nantes, Trousselier beat Breton, again in the sprint by two lengths, covering the distance in 15:21. Passerieu was third, beating Pottier by three lengths and Cadolle finished fifth, three seconds behind.

Those who had wagered on Trousselier finishing first in the eleventh stage on July 24, were exuberant when they saw him win the sprint at the night control in Brest. Trousselier, Pottier and Passerieu were all together at the end of the 203-mile ride, but at the tape Trousselier finished half a length before Pottier and a length in front of Passerieu. Breton was checked half a minute later. Trousselier's time was 12:54.

Marcel Cadolle arrived in Brest by train, having given up the struggle at Quimper. He was "all in," or, as the Frenchmen would express it, "Complément démoralisé."

The twelfth stage was from Brest to Caen, 323 miles, and was run on July 26. Passerieu, Pottier and Trousselier, kept within sight of each other the entire distance and when the control was sighted at Caen, all three were riding abreast. The finish was exceptionally close, Passerieu getting first by inches, with Pottier next and Trousselier third. The time was 18:25.

Barring accidents it was easily seen that the final fight would be a duel for first place between Pottier and Passerieu, the former having the best score—30 points—at the beginning of the last stage, with Pottier seven points behind. Trousselier had 56 points. The last stage was from Caen to Paris, finishing on the Velodrome Parc des Princes. The distance was 156 miles. Fourteen riders left Caen on Sunday, July 29, and Accouterier and Cadolle who had retired, acted as pace-makers for Georget brothers, and Catteau and Wattelier, while the Peugeot firm sent up an army of pace-makers for the leading trio, Pottier, Passerieu and Trousselier. Pottier and Passerieu kept well together during the final stage and in the sprint Pottier finished victor by a width of a tire, his time being 8:04:52½. Trousselier finished third two minutes behind, and Petit-Breton was fourth. It is quite likely that these riders will be seen in America's six-day race.

For having changed mounts the fewest times, Petit-Breton, which, by the way, is not his right name, Breton being a brother to Mazan, was awarded a special prize of \$100. The others who received prizes in this class are as follows: Catteau, \$40; E. Wattelier, \$30; Christophe, \$20, and Fleury, \$10. Other riders who received special honor prizes are Passerieu, Petit-Breton, Winand, A. Wattelier and Christophe.

The total distance of the race was about 2,900 miles and the total time 169 hours 17 minutes 35 seconds, an average of about 3:29 to the mile, which is not bad.

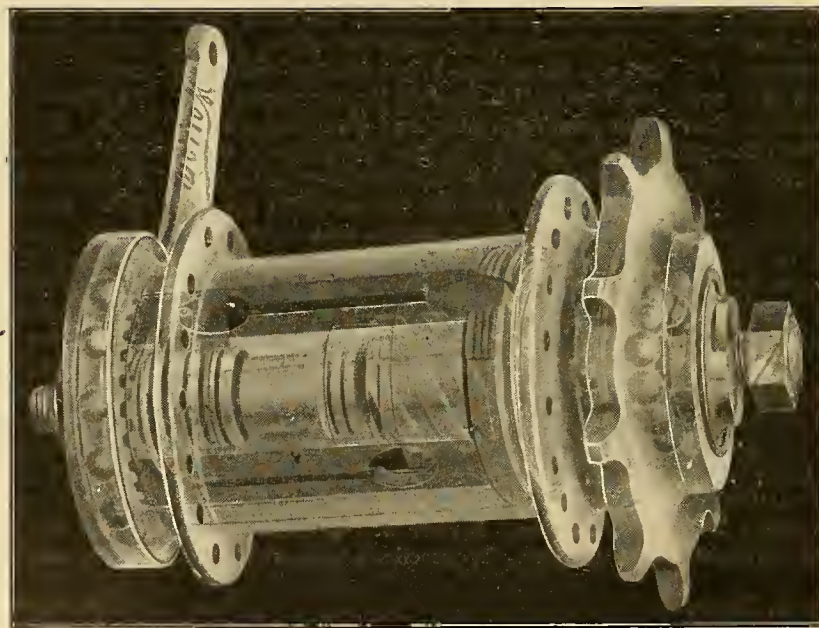
For winning the race Pottier received prizes amounting to \$1,610, in addition to a substantial bonus for riding a certain make of wheel and tires. The complete summary showing how each rider finished each stage of the big race, with the total number of points and prize money, is appended:

Pos.	Name	STAGES													Total	Prize	
		1	2	3	4	5	6	7	8	9	10	11	12	13			
1.	Pottier	Points	4	1	1	1	1	2	5	5	4	4	2	2	1	31	\$1,610
2.	Passerieu		2	5	2	6	2	1	2	4	6	3	3	1	2	39	883
3.	Trousselier		3	6	12	13	9	4	1	2	1	1	1	3	3	59	688
4.	Petit-Breton		5	2	4	4	6	15	3	5	2	2	4	9	4	65	392
5.	Georget (Emile)		1	4	5	5	5	6	8	7	7	7	6	7	12	80	326
6.	Catteau		8	11	6	11	13	21	11	9	9	12	5	5	8	129	132
7.	E. Wattelier		18	9	13	14	12	5	17	8	8	13	7	8	5	137	88
8.	Georget (Léon)		7	18	18	12	18	8	12	12	11	11	9	6	10	152	80
9.	Christophe		24	16	14	20	3	13	9	10	12	8	10	10	7	156	75
10.	A. Wattelier		26	12	19	15	14	11	16	13	10	6	8	12	6	168	62
11.	Fleury		44	17	15	18	17	14	10	14	14	10	11	4	13	201	70
12.	Payan		49	21	28	19	20	12	7	11	13	9	12	13	11	225	58
13.	Winand		43	27	16	22	23	17	15	16	15	14	13	11	9	241	50
14.	Bronchard		38	30	24	24	22	20	14	15	16	15	14	14	14	260	52

REFRESHING

That coast downhill is delightful at any season. It is not only delightful but refreshing during the summer months, particularly when the wheel runs perfectly free and yet is under such safe and instant control as is afforded by the

Morrow Coaster Brake



The man or the woman whose bicycle is not equipped with a Morrow is missing many miles of real pleasure.

ECLIPSE MACHINE CO.,

Elmira, N. Y.

BEDELL AND TURVILLE CRASH

Collide on Wet Track and Require Surgeon's Care—Crowd Forced Race.

John Bedell, of Newark, N. J., and Chas. Turville, of Boston, had a narrow escape from being killed at the Revere Beach saucer on Wednesday evening, 8th inst. As it was, both were badly cut and bruised, Turville's mouth and nose being torn, while Bedell had an opening made over his left eye which required several stitches to close. It occurred in the second heat of the inter-city motorpaced match race.

Early in the evening there were traces of fog and the air was cold and damp. For awhile it was decided not to open the track, but as the riders and several hundred people outside the gates clamored for admittance, the management decided to hold the twice postponed meet. The trial heats of the amateur handicap and the first heat of the inter-city paced race were ridden with safety. James F. Moran and John Bedell then started their heat of 10 miles, when on the second lap Moran stopped riding, claiming that the track was too wet, and that his front tire was too small to permit him to ride with safety. The referee gave the heat to Bedell, but the latter refused to win on a technicality and offered Moran a chance to change his front tire. His magnanimity caused his downfall, for it was on the second start that he fell.

The pair got away well and had gone less than two laps when there was a crash, and Bedell, his pacemaker, Turville, the motor and Bedell's bicycle, all tangled in a heap and slid down the steep banking. A panic threatened and the men and women in the seats rushed to the aid of the fallen riders. Bedell was lifted to his feet and assisted to his training quarters. Turville had fallen partly beneath the heavy pacing machine, but his leather clothing saved him from many broken bones. Both were then put in the surgeon's care. On account of the accidents the three remaining heats of the New York-Boston match were called off and the management gave checks for Saturday night.

Long handicaps caused the downfall of the low markers in the one mile handicap. In the first heat the Connolly Brothers—Tom and C.—were shut out, the former being on scratch. Long markers qualified in the second heat. The final brought together Hill, Helander, Barretto, McPartlin, Cullen and Gueth, Barretto being on the limit, 160 yards. Barretto made the going fast from the gun, but on the last lap Helander, Gueth and Cullen circled him, and in a blanket finish the trio crossed the tape in the order named. Time, 2:03.

Elmer J. Collins, of Lynn, and Menus Bedel, of Lynn, rode in the first heat of the inter-city paced race. The riders were sent away from a flying start from opposite

sides of the track. The start was even and in the first mile Collins began to gain and at two miles was almost trailing Bedell. Collins had been reeling off miles at 1:25 gait, but each time he tried to pass Bedell, the Newarker staved him off, and at the end of ten miles Collins lacked a length of half a lap lead on the Jerseyman. The time was 14:25½. Moran and Bedell contested the next heat, with the result already described.

The meet is to be held to-night (Saturday) with added features.

Mueller Starts to Cross Continent.

Louis J. Mueller, the Cleveland (Ohio) motorcyclist, who expects to create a new



LOUIS J. MUELLER

cross-continent record, started from San Francisco yesterday morning, 10th inst., at 6 o'clock a. m. He was accompanied by George N. Holden, the well-known Springfield (Mass.) rider, who will ride with Mueller for the first thousand miles or so and then take the train and precede him as "advance agent" and general assistant.

Mueller is simply to put in the "hardest licks" he knows how, while Holden will await his arrival each night to "take care" of man and machine in order that there may be no delay in starting the following morning. This, at any rate, was the original program, but as Holden himself has been for years possessed of ambition to accomplish the cross-continent journey, if he should do more traveling on his Indian motorcycle than on railway trains, it will cause no surprise to those who know him.

While the motorcycle record stands at 48 days 11½ hours, Mueller is intent on beating the automobile record of 32 days 21 hours held by L. L. Whitman, and there are those who estimate that he will reach New York within 28 days; he expects to cover better than 200 miles per day east of Chicago. Curiously enough, Whitman in a six-cylinder automobile is now speeding across the country, in the effort to better his record.

NEARLY SIXTY IN THE HOUR

Guignard Adds Four Miles to the Record—Stupendous Feat at Munich.

Fifty-nine miles thirty and one-half yards in one hour! This is the stupendous performance accomplished by Paul Guignard, a French rider, behind pace, at Munich on July 30—an average speed of nearly a mile a minute.

Since following the big pacing machines became the fashion on the other side, it has been the ambition of every follower of note to accomplish sixty miles an hour.

For a long time Guignard who, by the way, is more than 40 years old, an age when cyclists are supposed to have seen their palmy days, held the hour record at a little over 55 miles, and at the time he made a boast that he would not have retired before the sixty miles an hour mark had been set. Then Thaddeus Robl, on June 20, this year, came along and raised the distance 57 miles 117 yards. Robl's record-breaking ride was accomplished at Munich, but, sad to relate, was not timed by officials of the Union Cycliste Internationale. It annoyed Guignard to think that his figures had been erased by Robl and he immediately began to make preparations to set a mark that would not be touched for some time.

The result was that on July 30, he succeeded in riding 59 miles 30½ yards, on the new cement oval at Munich within the allotted sixty minutes. Guignard was paced by Bertin and when told after his record-breaking ride, of his great feat, said, with a shrug of the shoulders:

"It is nothing. Within a month I will have ridden 100 kilometres in one hour."

One hundred kilometres is a trifle more than 62 miles, and if Guignard succeeds, he will have accomplished something that has been the most cherished ambition of the pace followers' heart.

In addition to establishing a world's hour record, the Frenchman set new marks for 10, 20 and 30 kilometres. His respective times were: 6 minutes 39 seconds, 12 minutes 49 seconds and 18 minutes 59 seconds.

Darragon Defeats Nat Butler.

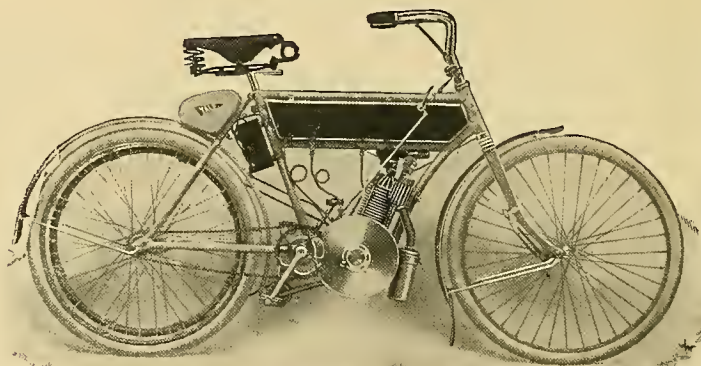
Nat Butler, the veteran American pace-follower, was defeated by Louis Darragon, of France, in two heats of their three-heat match race at the Velodrome Buffalo, Paris, on July 22. The first heat was at 10 kilometres, and at the finish Darragon was a lap and a half ahead. Time, 8:09½. In the second heat, at 30-kilometres, the American turned the tables on the exponent of the snail diet by beating Darragon just as much as the Frenchman had done him in the previous heat. Time, 25:02½. Butler fell in the third heat at a time he looked a sure winner and Darragon was awarded the victory and the purse of \$1,000.

The Rain and Mud and Hills of the F. A. M. 390 Miles Endurance Contest Proved Convincingly

that so far as concerns the

Yale-California

"Belt Troubles" Have Been Eliminated



and that the Yale-California Belt, coupled with sound mechanical design and construction, wastes no power. It was the only belt machine that "survived."

4 Yale-Californias Started, and 3 Completed the Strenuous Journey; the fourth was put out by tire troubles.

Price, \$175.00

You may pay more but you cannot get more or better for your money.

Are we represented in your vicinity?

THE CONSOLIDATED MFG. CO., = Toledo, Ohio.

PURSES OF GOLD AT SALT LAKE

They Lead to Gingery Racing—Hume Cracks Hurley's Long Standing Record.

Salt Lake City, Aug. 2.—After the final of the mile open for amateurs and the first heat of the McFarland-Downing match race had been run off on Tuesday night, rain caused a postponement until the following night. In the final of the mile open on Tuesday night, West, Carter, Hume and Berryessa all spilled at the beginning of the race leaving Diefenbacher, Wright and Giles on the track. After the trio had lapped the unfortunate ones, Jack Hume remounted and finished fourth; Diefenbacher, Giles and Wright, by virtue of their being a lap to the good, finishing for the prizes in the order named.

The first heat of the match race, French style, between Hardy Downing and Floyd McFarland, resulted in a tie. McFarland took the lead at the start and retained it until a few yards within the finish. Two laps from home, Downing made a bluff at going by, and McFarland began to unwind. Less than half a lap from home Downing did try to pass in earnest, but the riders flashed across the tape neck and neck. The second heat of the match was held to-night and it came near being a dead heat, Downing winning out by less than two inches, at least the judges said so, and they should know. The spectators held their individual opinions, however. McFarland set the pace for six laps, when his fellow townsman tried to sail past. The second heat began as the first but ended differently. On the sixth lap Downing attempted to outsprint McFarland, but the old man made a come back with good results, getting home by a foot. The men were even up now and one to go, and the final heat brought out much jockeying. "Long Mac" took the lead at the start and the two loafed. Always wary, McFarland kept his weather eye on Downing and it was not until the sixth lap that he relaxed his vigilance for a moment, when Downing, quick to seize the advantage, stole the pole. Then for the last two laps they fought as rare a fight as the fans could desire, for there is just a wee bit of personal enmity between the two Californians, McFarland was unable to cope with Downing and the latter finished a length ahead.

Lawson had little difficulty in winning the three-quarter mile handicap, although he was pressed rather close at the finish by Clarke, the Australian. In the finish of the three-mile lap handicap, Lawson met his Waterloo, however, in the person of Clarke. With all due credit to Clarke for his brilliant ride, in justice to Lawson, it must be said that the record-breaker got a mighty tough proposition at the finish. McFarland was pulling Lawson, of course, and Pye was in front for his compatriot. Pye started with a jump at the head of the bunch, and Clarke nailed his rear wheel.

The pair opened up a big gap and "Long Mac" tried to catch them with Lawson on. A lap and a half from the finish McFarland sat up and turned Lawson loose for the sprint forty yards behind the Australians. Lawson dug in but was only able to catch Clarke's rear wheel as the latter crossed the tape. Joe Fogler, the Brooklynite, got third easily, and Hardy Downing fourth. "Bridget" Bardgett punctured, and so was unable to draw at the box office.

The crumbs that went to Hume, the king pin of the amateurs, were very few. He made a silly sprint in the final of the one mile open, starting to unwind three laps from the finish, and naturally he petered out before the black mark was sighted. His cork popped in the two-mile handicap and he had to be satisfied with a fifth. The summaries follow:

One mile open, amateur—Qualifants: Fred West, Rodney Diefenbacher, E. K. Dyer, Phil Wright, Jack Hume, John Berryessa, P. Giles, A. Crebs. Final heat won by Diefenbacher; second, Giles; third, Wright; fourth, Hume. Time, 2:07 $\frac{1}{2}$.

One mile open, amateur—Qualifants: Fred West, Hal McCormack, Rodney Diefenbacher, F. H. McLaughlin, Jack Hume, P. Giles, John Berryessa and Fred Schneel. Final heat won by McCormack; second, Diefenbacher; third, Giles; fourth, Hume. Time, 2:16 $\frac{3}{4}$.

One mile match between Hardy K. Downing, San Jose, Cal., and Floyd A. McFarland, San Jose, Cal.—First heat, tie. Time, 2:36 $\frac{3}{4}$. Second heat won by Downing; time, 2:34. Third heat won by McFarland; time, 2:42. Fourth and final heat won by Downing; time, 2:41 $\frac{3}{4}$.

Three-quarter mile handicap, professional—Qualifants: Ernest A. Pye (15 yards), Iver Lawson (scratch), Walter Bardgett (25 yards), W. P. Palmer (40 yards), J. E. Achorn (80 yards), A. J. Clarke (25 yards), W. E. Samuelson (35 yards), Saxon Williams (45 yards), Ben Munroe (75 yards), and Joe Fogler (10 yards). Final heat won by Iver Lawson, Salt Lake City; second, A. J. Clarke, Australia; third, W. E. Samuelson, Salt Lake City; fourth, J. E. Achorn, New York City; fifth, Ben Munroe, Memphis, Tenn. Time, 1:23.

Two mile lap handicap, amateur—Won by A. Crebs (105 yards); second, Fred West (scratch); third, J. Mayer (120 yards); fourth, Tommy Morgan (110 yards); fifth, Jack Hume (scratch). Time, 4:00 $\frac{1}{2}$. Laps—Wright (2), Crebs (3), Mayerhofer (5), W. W. Anthony (2), Carter (3).

Three mile open lap, professional—Won by A. J. Clarke (25 yards); second, Iver Lawson (scratch); third, Joe Fogler (10 yards); fourth, H. K. Downing (scratch); fifth, W. E. Samuelson (scratch). Time, 5:46. Laps—C. L. Hollister (13), A. J. Clarke (2), Saxon Williams (2), Ed. Smith (1), W. L. Mitten (6).

Salt Lake City, Aug. 4.—Marcus Hurley's long standing record of 10 minutes

56 seconds for five miles in handicap, made at Vailsburg, July 6, 1902, was broken at the saucer track here last evening by that crack amateur, Jack Hume. When Hume flashed across the tape the first after a gruelling ride, covering the distance in 10:36, few knew that he was making a record ride; in fact, the feat was "unannounced." Hume's time is, nevertheless, a record. Last night's races were exciting to the utmost degree and dark horses won the chief events. In the Lemp handicap for professionals, with a purse of \$100 in gold for the first rider crossing the tape, Cyrus L. Hollister, of Springfield, Mass., who has done little or nothing this season, lapped the bunch from the 95-yard mark and won the rich prize. The war horse amateurs were treated to a similar surprise in the one-mile handicap when young Carter stretched his 125 yards handicap to a lap and crossed the tape sitting up. For a change, Samuelson came in for honors. In his pursuit race with Pye, he downed the doughty Australian after a terrific six-mile ride in 12:30 $\frac{3}{4}$, a time that undoubtedly will stand as a record. The usual record-breaking crowd overflowed into the arena.

In the unlimited pursuit race the winner was in doubt until after five miles, when Samuelson began to gain. He lapped the Australian at six miles. This is the first time the erstwhile "Pride of Provo" has shown himself in form this season and naturally it was the cause for great rejoicing among his followers.

It would indeed be a wise head that could pick out the combinations in the two-mile handicap, with the gold prize for the reward. It was one wild scramble from start to finish and when the dust had settled down Hollister was found to be a lap ahead. McFarland and Lawson evidently tried to go it alone, but McFarland went "all in" endeavoring to get Lawson up to the bunch. Lawson rode alone for awhile but later picked up Clarke and, paced by the Australian, set out to catch the limit men. Downing sleighrode behind Lawson. Hollister won sitting up, but Lawson beat Downing for second place. Had Lawson won the race the time would have been another world's record.

From the limit of 125 yards in the mile handicap for amateurs, Carter stole a lap on the bunch and won with a wet sail. West from scratch was second, Hume third and Diefenbacher fourth. Hume, from scratch, finished first in the five-mile lap handicap, and in this event set up new figures for the distance, riding the forty laps in 10:36. Diefenbacher, Wright, Berryessa and Giles crossed the line next in order.

One of the features of the evening was the introduction of National Champion Frank L. Kramer as the man who is to meet Iver Lawson, the Great, in a series of three match races. Incidentally, the biggest purse that has been hung up in a cycle race for many years will go to the winner of

the series, the winner getting \$1,500 and the loser \$1,000. The odds are on Lawson. Following are the summaries:

Half-mile open, professional—Qualifants: Cyrus L. Hollister, Iver Lawson, Walter Bardgett, Joe Fogler, Floyd McFarland, A. J. Clarke and Ben Munroe. Final heat won by Iver Lawson, Salt Lake City; second, Floyd A. McFarland, San Jose, Cal.; third, Walter Bardgett, Buffalo, N. Y.; fourth, C. L. Hollister, Springfield, Mass.; fifth, A. J. Clarke, Australia. Time, 0:57½.

One-mile handicap, amateur—Qualifants: Fred West (scratch), R. Diefenbacher (25 yards), J. Mayer (65 yards), D. King (70 yards), Hal McCormack (35 yards), Jack Hume (scratch), John Berryessa (40 yards), J. E. Holliday (45 yards), G. Carter (125 yards), A. Crebs (50 yards). Final heat won by Carter; second, West; third, Hume; fourth, Diefenbacher. Time, 1:53.

Unlimited pursuit match between W. E. Samuelson, Salt Lake City, and E. A. Pye, Australia. Won by Samuelson. Distance 6 miles. Time, 12:30½.

Five-mile lap handicap, amateur—Won by Jack Hume (scratch); second, R. Diefenbacher (10 yards); third, Phil Wright (7½ yards); fourth, John Berryessa (17½ yards); fifth, P. Giles (50 yards). Time, 10:36 (world's record). Laps—Hume (3), Giles (1), Wright (2), Diefenbacher (5), Schnell (2), Berryessa (3), Crebs (1), Mayer (10), Holliday (12).

Two-mile lap handicap, professional—Won by C. L. Hollister (95 yards); second, Iver Lawson (scratch); third, Hardy K. Downing (25 yards); fourth, W. Palmer (65 yards); fifth, J. E. Achorn (160 yards). Time, 3:40. Laps—Hollister (8), Achorn (4), Mitten (2), Smith (1).

Brandes Wins from Scratch.

Otto C. Brandes made his bow to the public as a crack road rider last Sunday, 5th inst., at Valley Stream, L. I., when he won the twenty-five mile handicap road race of the Edgecombe Wheelmen, from scratch. Brandes made a regular old-fashioned double-killing, which seems to be the fashion nowadays, and scored the best time, riding the distance in 1 hour 4 minutes 20½ seconds, which would rank as a first-class performance in any company much less in a closed event.

The finish resulted in a close fight between Brandes and Samuel Morrison, the latter a one minute man. Morrison gave Brandes a rare go in the last hundred yards and was beaten at the tape by only one-fifth second. Christopheles Kind—Chris and his brother, Nick, can beat three of a kind any day, all rules of Hoyle to the contrary notwithstanding—finished a good third. Nick got fifth. The summary follows:

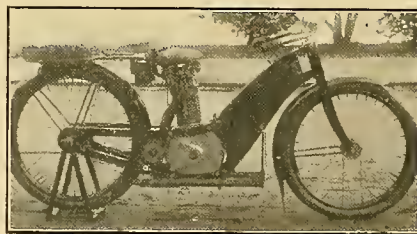
1, Otto C. Brandes (scratch), 1:04:20½; 2, Sam Morrison (1:00), 1:05:20½; 3, Chris. Kind (1:30), 1:05:54½; 4, Reese Hughes (1:00), 1:06:21; 5, Nick Kind (4:00), 1:08:54½; 6, Dick Hughes (12:00), 1:10:00½; 7, Henry Furk (12:00), 1:17:00½.

Ruggles's Channel Steel Motorcycle.

H. B. Ruggles, the Brooklyn, N. Y., motorcyclist, who for nearly five years has had ideas of his own regarding motorcycles, has brought the machine he evolved a step nearer to his idea of perfection; it is shown by the accompanying illustrations. Ruggles eschews tubing and the diamond



frame. He uses channel steel, hot riveted, for the frame and forks and maintains that thereby he obtains an indestructible machine. Although pedals can be attached if desired, Ruggles uses running boards, the machine being cranked in exactly the same



manner as when starting an automobile, a friction clutch with chain drive being employed. The motor bicycle is driven by a 5 horsepower engine and has a fuel capacity of 3 gallons of gasoline. The motor is positioned vertically in the loop frame, the low center of gravity enabling the machine to be easily controlled in crowded thoroughfares; by the application of an emergency foot brake it can be instantly stopped when necessary.

Ruggles's newest model is designed for

carrying two persons, the two spring seats being upholstered and the rear seat adapted for carrying either a passenger or a large amount of baggage. It is supported by a triangular frame which can be dropped to the ground and answers the purpose of a stand.

Observation Train Followed Racers.

W. Browning, of Grand Junction, Col., riding with 11 minutes' handicap, won the annual Glenwood Springs handicap road race from Basalt to Glenwood, Col., on Sunday last, 5th inst. Len Kennedy, of Grand Junction (11 minutes), finished second and Samuel Thompson, of Glenwood (8 minutes), was tsahr. A large crowd witnessed the race from an observation train run over the Colorado Midland. The race was scheduled to be run in the morning, but owing to a wreck, was called off until the afternoon, and another delay occurred on reaching the starting point at Basalt, in the form of a thunder storm, which covered the roads with a two-inch layer of mud. It finally was decided to start the race from a point four miles nearer to Glenwood, cutting the distance down to 19 miles, instead of the usual 23. Fred Bueffher, of Leadville, from scratch, won first time prize, riding the distance in 52:22, which, considering the condition of the course, was very fast. The other place finishers were as follows: 4, George Ritchie, Aspen (15 minutes); 5, P. L. Sustensix (13 minutes); 6, Clarence Deering, Glenwood (7 minutes).

More Racing on Outlawed Track.

A large crowd witnessed the races on the outlawed Union Lake Park track at Millville, N. J., on Saturday night last, 4th inst. The two-mile handicap went to Wince, of Philadelphia, from scratch, with Dan Trotter, of Philadelphia, 15 yards, second, and J. H. Bennett, Brooklyn, scratch, third. Time, 4:49. Wince landed a winner in the miss and out race, with Victor Lind, of Brooklyn, second, and J. Fauber, of Philadelphia, third. Fauber finished first in the unlimited pursuit, Wince completing his good work by getting second.

Motorcycle Funnels Shaped for Pockets.

Collapsible funnels are now being scattered broadcast by the Hendee Mfg. Co., Springfield, Mass. They are made of waterproof paper and fold into a shape that permit them to be easily carried in pockets or tool bags. They will prove of real service to the motorcyclist who seeks gasoline in those garages which have only the immense funnels used in filling automobile tanks.

Two events for single cylinder motor bicycles have been included in the sports to be run in connection with the Richmond County Fair, at Dongan Hills, Staten Island. A five miles race will be run on Labor Day, Sept 3, and one of ten miles on the following Saturday. Both have been sanctioned by the F. A. M.

HE SAW DANGER AHEAD

Thought he "had 'em" for a While, but an Automobile Reassured Him.

"When I was brand new at the game I would not have told you this story on myself for fear of being laughed at," said the Experienced Motorcyclist, as he lighted a fresh cigar. "It happened when I was in the very first stages of greenness, for it was my first long ride on a power machine. I had placed my order with a dealer away up town and he had given me lessons two or three evenings a week for almost a month while I was waiting for my own machine to arrive. I was so anxious to get hold of it that that dealer certainly earned his commission on it. I pestered the very life out of him during the last two weeks of my wait. Went round there every night expecting to see it and was just as much disappointed every time he told me it had not come, so I took it out on him by making him give me another lesson. I think he began to get suspicious that I was 'working' him as I had become quite proficient under his tutelage. You see, he could have stood me off if he had wanted to, as he had my deposit on the order and all I could do was to wait and contain myself in patience.

"But every evening I went round there I had some new excuse cooked up. I wanted him to show me just how to manage the control, or told him my weak point was getting under way; wanted him to show me how the carburetter worked or something about the wiring. If the game had gone on much longer I would have run shy of excuses, but as it was, he took them all in and I benefited to the extent of a ride of at least a few blocks every evening and really got some valuable instruction in the bargain. I was so keen at the game, as most brand new hands are, that it galled me to have to stick to the radius of a few blocks up and down near his establishment, but that was better than sitting at home going over plans for rides that I had already made a dozen times or more. Probably it was no less a relief to him to see that machine arrive than it was to me when, one evening, prepared to meet the usual disappointment that by that time had come to be a regular thing, I walked in and saw a new machine just out of its crate, perched on a stand in all the glory of its shining enamel and nickel plate. That machine was mine if I had to take it by main force or get a sheriff's warrant for it, so it was fortunate for that dealer that it was in reality mine and not one received on an order placed earlier than mine had been given, as I half suspected. Deliveries were exasperatingly slow and the dealer told me there were several ahead of me, but he hastened to relieve the suspense by assuring me that my machine had finally arrived.

"And he had taken pity on my eagerness to test it out without delay so there it was

all unpacked and charged with a full supply of gasoline and lubricating oil. He had even put on a lamp and filled it, so that everything was in readiness for a ride. I didn't even want to mount it on the stand to try it, so anxious was I to get out on the road with it, but he insisted on showing that it was in perfect running order before it left his establishment, and for fully ten minutes—a length of time that seemed an hour to me—he kept me sitting there stopping and starting it. Then having complied with the financial formalities in the way of settling the remainder of the purchase price, I was at liberty to go—to smash it if I felt inclined, and the dealer, knowing my over-weening confidence in my riding ability as well as realizing my great haste to get out and make time anywhere so long as it was not on the two or three blocks that I had been confined to for the past month, urgently cautioned me to be careful and take things easy until I acquired more actual riding experience.

"Strangely enough, I took his words in all seriousness and resolved not to have any trouble the first night I went out, at any rate. I started off in good shape and was soon enjoying the exhilaration of a night ride. I was soon out in the suburbs and as the night was very dark and the street lamps were few and far between, I was constantly on the lookout for obstructions. I had been looking so intently for some time without seeing anything that I suppose my caution must have been relaxed, for in rounding a corner—pretty fast, I'll admit—a red lamp stared me in the face. It was apparently in the middle of the road and for a moment I was afraid it might be a ditch or obstruction extending almost all the way across.

"It was a case of shut off and down brakes in a hurry, but when I had come almost to a dead stop the red light was, if anything, further away than when I had first seen it. It was certainly puzzling and I did not know what to make of it at first. I rode over the spot where I had first seen it and although the night was pitch black there were no signs of an excavation or building that would cause an obstruction in the roadway. I had got pretty well out of town by that time and resolved to turn back. I slowed down and faced about—there was absolutely nothing in sight, so knowing the road I had just come over to be perfectly safe, I let her out a bit and crouched down over the handle bar to hear the wind whistle, when all of a sudden there was another one of those ominous red eyes staring at me only a block away.

"It seemed to me I was almost about to rush on top of whatever it was when my efforts at a grandstand stop began to take effect, and instead of running over the red light it began to run away from me. And it not only ran; it soon disappeared altogether. I began to wonder if I had been imagining red lights and when, as I swung into a cross road and saw another of those

danger signs I was about convinced that I 'had 'em bad' without knowing it. At a distance the lights had impressed me as being the usual red globed lantern ordinarily placed by contractors on excavations and dirt piles, but I hadn't been able to get near enough to verify my impressions. Then, while I was slowly traveling along, wondering what on earth had made me bring up in such an unceremonious fashion on each occasion, there was a long drawn out wail from out of the darkness a quarter of a mile away and a moment later a huge touring car full of people flashed across my path just as I had arrived at another cross road. The rays from my lamp gleamed on the brass tubes of one of those young pipe organs that automobiles carry strung along the side and in a twinkling it was gone. I looked after it casually, thinking what a narrow escape I might have had if I had been going at my speed of a few minutes previous and we had both arrived at the center of the cross road at the same instant. '4-11-44 N. Y.' or some number way up in the thousands, shone out under the shaft of the tail light and there, sure enough, was my will o' the wisp on the swinging board. The glare of the white light on the number was so much brighter close at hand that I had not paid particular attention to the red bull's eye pointing directly at me, but as the car quickly receded there was soon nothing visible but the staring red eye that had brought me to such a sudden stop on each occasion that evening. I almost laughed aloud at my folly for thinking that I had pulled up from fear of running into the tail light of an automobile that was going in the same direction as I was, but when I got home I didn't say anything. The story was too good to keep forever, though, so there you have it."

Toying with High Tension Wires.

Keep your fingers away from the spark plugs or other terminals of the high tension end of the ignition system while the engine is running, is a good piece of advice that will save an unpleasant minute or two if nothing worse. While the shock produced by the average induction coil used for ignition purposes is absolutely harmless, the suddenness and severity of the jolt are sufficient to unnerve some people totally for several minutes and the interim between the time of finding out that the innocent looking brass nut was "alive" and a return to a normal condition of feeling is only less uncomfortable than the shock itself.

The Effect of Irish Hills.

"How do you like this part of the country?" a motorcyclist inquired of another who was laboriously pushing an under-powered machine up a steep rise, says the Irish Cyclist.

"I'm afraid the 'climb-it' wouldn't suit me," was the reply in low compression gasps.

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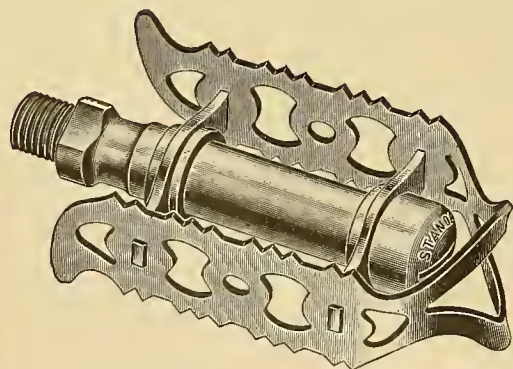
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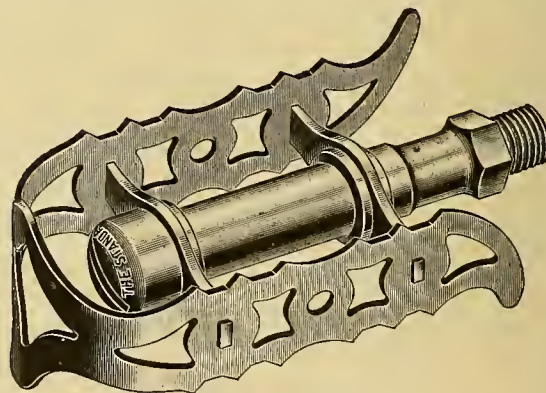
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BEST MEET AT VAILSBURG

Eight Cornered Pursuit Provides Fine Sport
—Amateurs Gather Many Splinters.

Charles Schlee, who used to "do things" in the amateur ranks several years ago and who still holds the record for the Irvington-Millburn course, blossomed out as a rare avis professional pursuit rider at the postponed Vailsburg meet, last Sunday, 5th inst. After riding more than five miles unpaced, Schlee overhauled and passed the last remaining rider, Edward Rupprecht, and won the unlimited professional pursuit race in the fast time of 10:48 $\frac{3}{4}$. If the sturdy Newark rider's ride can be classified as "professional against time, unpaced" which, in reality, it was, then the Newarker is entitled to have his name inscribed on the book of records.

All in all, the race meet at the old board track was perhaps the best that has been held this season. It had been postponed from the previous Sunday on account of rain and on last Sunday weather conditions were just right to make the riders go all the way. Scarcely a breath of air was stirring, which accounted for some fast times. About 1,000 spectators viewed the races.

The unlimited pursuit race, with eight professional riders arranged equidistant around the quarter mile oval, was the feature of the program. Marcel Dupuis, of the Roy Wheelmen, on the back stretch, was the first to be eliminated, Rupprecht overhauling and passing him soon after the start. Floyd Krebs caught Al Judge, the new pro, in three laps, and Rupprecht counted Ashurst out on the fourth lap. To the surprise of many, Glasson passed Krebs at four and three-quarter laps, and after a long ride little Johnny King was put out of the race by Rupprecht, at nine and one-half laps. Schlee passed Glasson in the tenth lap and then began the struggle between Rupprecht and Schlee, both being on even terms at two and one-half miles. In a sprint race Rupprecht undoubtedly is the better man, but for a long distance plugging, Schlee shows that he has mettle. Slowly but surely Schlee gained on Rupprecht and at one hundred yards past five miles was declared the victor. His time, 10:48 $\frac{3}{4}$, for the distance he had covered was a remarkable piece of unpaced riding.

The other race in which fast time was made was the quarter-mile open for professionals, from a flying start. Krebs won by a half length from Ashurst and was clocked at 28 $\frac{1}{2}$ seconds, which equals Kramer's record made several years ago. Rupprecht finished third and Schlee fourth. W. L. Canfield made his debut as a money chaser but failed to qualify in his heat, being beaten by Schlee by two inches.

Krebs was equally successful in the mile open, beating little Ashurst again by a narrow margin, Rupprecht finishing an easy third. There was quite a scramble for

fourth money, and it resulted in Marcel Dupuis, of the Roy Wheelmen, getting across the tape first, although John King and one or two others tried hard to keep him from scoring, even resorting to the old expedient of crowding.

Wellington Smith won the mile open, amateur, by a clever sprint, on the first turn of the last lap, after Charles A. Sherwood practically had the race cinched. Sherwood rode his first race at the Vailsburg track since his reinstatement as an amateur by the National Cycling Association, and his defeat was due to an unpardonable miscalculation. Sherwood started the sprint one lap too soon and although he tried to rally did not have the strength to beat Smith and Mackay in the final sprint. Halligan and Kluczek both got bad falls in the final of this race. Somebody swung down on Kluczek and the Roy man went down, with the Bay View rider hurtling over him. Halligan landed on his head. Both men were semi-conscious when carried to the dressing rooms, but Halligan was the worst injured of the two. Besides numerous cuts and bruises a four-inch splinter had run into his back. The surgeon cut it out, but it had touched the bone, and inflicted much pain. Kluczek was patched up by a fellow club member who always carries a surgeon's outfit with him, and rode in the next race.

There was nothing slow or lacking excitement in the five-mile handicap, and that the scratch men came in for three of the prizes was due to their systematic pacing. Valiant, on the limit, took a flier off the bank, and caught the scratch bunch before they had gone fifty yards, but the sprint tired him, and after the scratch men had burned up the boards for a mile, changing pace every half time around, Valiant was compelled to give up. George Cameron began the sprint two laps to go, and it was due to his long effort that he landed Dave Mackay a winner. Sherwood crossed a close second with Wellington Smith, from 180 yards, third, and Martin Kessler fourth.

John Roth, of the Roy Wheelmen, was made happy by winning the diamond studded gold medal in the half-mile novice. Roth had a comparatively easy victory and led R. Robinson, a negro, hailing from Louisville, Ky., across the mark by several lengths. The summaries:

Half mile novice—Final heat won by John S. Roth, Roy Wheelmen; second, R. Jackson, Louisville, Ky.; third, B. Rogers, Newark. Time, 1:24.

Quarter mile open, professional, flying start—Won by Floyd Krebs; second, Alfred Ashurst; third, Edward Rupprecht; fourth, Charles Schlee. Time, 0:28 $\frac{3}{4}$.

One mile open, amateur—Won by Wellington Smith, National Turn Verein Wheelmen; second, David Mackay, Newark; third, Charles A. Sherwood, New York A. C. Time, 4:18.

One mile open, professional—Won by Floyd Krebs, Newark; second, Alfred Ash-

urst, Newark; third, Edward Rupprecht, Newark; fourth, Marcel Dupuis, Roy Wheelmen. Time, 2:56 $\frac{1}{4}$.

Five mile handicap, amateur—Won by David Mackay, Newark (scratch); Charles A. Sherwood, New York A. C. (scratch); third, Wellington Smith, National Turn Verein Wheelmen (180 yards); fourth, Martin Kessler, New York A. C. (scratch). Time, 13:57 $\frac{3}{4}$.

Unlimited pursuit, professional—Won by Charles Schlee, Newark; second, Edward Rupprecht, Newark; third, George Glasson, Newark. Time, 10:48 $\frac{3}{4}$. Distance, 5 miles 100 yards.

Kellogg First on Newport's Sand.

Newport, Rhode Island's society capital, opened its annual carnival this year with an automobile race meet on Sachusset Beach, a one mile race for single cylinder motorcycles forming the first number on the program. Society, et cetera, turned out in force, a crowd of 3,000 people occupying the natural grandstand afforded by the sloping sides of the course. The event brought out a good field of starters, no less than eleven lining up in the two heats.

W. T. Bowler, a Newport youngster, mounted on a $2\frac{1}{4}$ horsepower Indian, got an excellent start in the first heat and led the bunch the entire distance, in the fast time of 1:06 $\frac{1}{4}$. D. W. Riley, of Providence, caught his side trousers pocket on the saddle in attempting to make a flying mount and was thrown heavily. He was not injured but his machine suffered the loss of the left pedal. He pluckily entered the second heat, nevertheless, and managed to qualify by finishing fourth. Stanley T. Kellogg, of Springfield, Mass., (Indian) was an easy winner of the second heat. Time, 1:10. In the final heat Kellogg jumped away from his field at the start and ran away from the others, although the time was the slowest of the day, 1:15 $\frac{3}{4}$. Second, W. S. Bowler, $2\frac{1}{4}$ horsepower Indian; third, E. L. Buffington, $2\frac{1}{4}$ horsepower Indian. The course was of a fish-hook shape, stretching around three-quarters of the bay, but was heavy and rough in places.

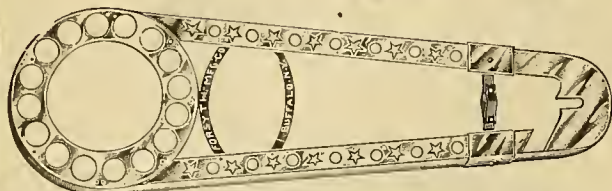
Mangold Runs Away at Washington.

The three mile motorcycle race that formed a part of the program at the Benning race track at Washington, D. C., on Saturday, 4th inst., was won in runaway fashion by James Mangold, on a $2\frac{1}{4}$ horsepower Indian. Time, 5 minutes. Cleve Campbell was second. Six men started.

Freeman's Tall Mileage Record.

In eleven years, Harold Freeman, an English cyclist, has managed to average considerably better than 10,000 miles a year, his total for the entire period being the very respectable figure of 142,352 miles. His lowest total for a year was 10,107 in 1896 and his highest 15,229 in 1904.

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Made in sections and riveted together, giving enough elasticity to avoid the "twang" of a one-piece guard. Adjustable to stretch of chain and to differences of length between centers of axles.

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**Veeder Trip Cyclometer for
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Price complete with Motorcycle
Striker, \$2.50.

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Motorcycles need regular lubricating periods—not based on time, but on **mileage**. In addition to the practical, mechanical reasons for having a Veeder on your motorcycle, there is the further reason that—

**"It's Nice to Know
How Far You Go."**



**The New Veeder Motorcycle
Striker.**

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NOTICE.

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Dealers:

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obtaining of

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We have concluded to sell
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PATENTED
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THE CAT ON THE TIRE

The Tale as Told by Harry's "Steady"—She was Scared—She was.

"There is something in masculine human nature, be it man, boy or youth, that cannot resist the temptation to tease a cat wherever one is to be found, and thereby hangs a tale, as the story books puts it," said a girl cyclist starting to retail a recent cycling experience to a circle of admiring friends.

"Oh yes, I know riding a bicycle is considered passé, but then Harry is just as fond of it as ever he was. He simply won't hear of giving it up and whatever Harry does, I have to do, naturally. Of course, I have enjoyable times, you silly. You don't think I suffer any discomfort pedalling a bicycle, do you? I cut that tan skirt of mine down—you remember it, don't you, Carrie? It makes just the loveliest divided skirt for riding you ever saw. Doesn't bother me a bit getting on and off.

"You haven't got a Harry to take you bicycle riding. You're simply jealous." This to another who felt piqued because her description of the outfit she was going to wear at a friend's wedding, the following week, had been peremptorily belayed by the arrival of the bicycle girl. No need of adding that Harry was her financier and as she was the only one of the group who really owned a Harry, she was it, with a capital I and every time she was around she held the floor. The other girls all wanted to know how it felt to be engaged.

"Oh yes, let me see. I was going to tell you about the bicycle trip Harry and I took last Sunday. We simply had the loveliest time. We had to come back on the boat all on account of an old tom cat, but it was all Harry's fault. He is just like all men; he will insist on teasing a cat wherever he sees one and that was what I started to tell you about and I had a bit of philosophy all thought out as an introduction, but you girls were so busy talking about clothes and weddings that it fell flat.

"Well, never mind that part of it. We had a lovely time anyway and we're going again next Sunday.

"Of course, we go to a different place every time. That's where part of the fun comes in, but Harry—he likes to ride down to the beach most of the time and the surf bathing is just too lovely for anything.

"Yes, that's where we went last Sunday and that's where we're going again this Sunday.

"Oh, there's more than one beach, smarty. We don't have to go to the same one all the time.

"We left home last Sunday morning about eight o'clock so as to have a long ride and the weather was simply lovely. We took our lunch with us so we didn't care where we got to or when we got there. Everything was just 'gurand,' and I wasn't tired a bit when we got down to the beach.

It must be twenty miles or may be more, for it took us an awful long time to ride it.

"No, and we weren't spooning all the way, either. As if we'd do such a thing in public places and on bicycles, too!

"After we'd had our lunch and been in bathing we went inside one of those ice cream places and stood our bicycles in a rack outside. Harry always rides a racing wheel with those little tires on it and he says they're awfully thin. They're expensive, too. He calls them Palmers and says they cost more than ten dollars.

"I'll bet he's one of those horrid-looking individuals that go scorching along all doubled up over a little spider of a bicycle looking like an animated cruller, they're so twisted," chirped up another of the irrepressibles.



NEW YORK BRANCH 214-216 WEST 47TH ST.

"Harry doesn't look like anything of the kind and he can ride a bicycle awfully fast.

"There was a great, big old tom cat peacefully sunning himself outside of the ice cream saloon and Harry's eyes lit up the moment he saw it. He simply can't resist the temptation to tease a cat and I don't know any boy who can.

"The cat was sound asleep and didn't pay any attention to 'scat' and hissing. He just slept right on. But Harry had to have his fun so he poked the front wheel of his bicycle at the cat.

"The poor, old tom cat woke up with a gape and a yawn and looked around to see what it was that had poked him in the ribs. My, but he was an awful fierce looking animal. I never saw such a big cat. What the boys call a regular 'molbruiser.' But he took it in good nature, though he couldn't look pleasant, for his face wouldn't let him. He looked like a young tiger. I tried to get Harry away from there, for I was afraid of the animal, but he wouldn't

come. The cat didn't seem to resent being disturbed, so Harry just gave him another poke in the ribs with the wheel.

"Most cats would have scampered away, but not that one. He showed his teeth and snarled just like a dog. Harry thought that was great fun and kept on badgering the poor animal, but I was afraid it was going to spring and I moved away to a safe distance. That cat's dander was all up by that time. It's back had a ridge like a porcupine and its tail stood out like a muff; it was mad all through and meant business.

"And then just for good measure Harry ran the front wheel of his bicycle right into its face as if he were going to bicycle over its nose and down its back, and with a snarl that was awfully fierce, it sunk its claws right into the front tire, and it looked as if it would spring the next time instead of attacking the wheel, so Harry thought things had gone far enough.

"It was time to retire, sure enough, and he started to back his bicycle out, but the cat came with it. Its claws were caught fast in the rubber and canvas. Harry says there's fine silk in some racing tires. Just imagine putting good silk in a dirty old bicycle tire. When he tried to roll the machine back the cat began to go around with the front wheel and it made frantic efforts to get free. It jerked and tugged with its front claws and braced its hind feet against the tire and tore and scratched, all the time letting out such fearful howls that there was a big crowd around in a few minutes.

"Then Harry began to get scared—"

"Served him just good and right for teasing the poor thing so," chirped in the entire circle of listeners.

"It was a mean shame. I wouldn't go with a fellow who did such a thing."

"He pulled and tugged and shook the wheel and even stood up on a chair to keep the cat's claws away from his ankles and shook the wheel some more, but the cat held on like grim death. It was just as anxious to get away as he was to get rid of it.

"Then the proprietor of the place came out to see what the rumpus was all about and he lit into Harry, too. Oh, it was just too funny for anything. I simply thought I'd die laughing and the whole crowd was in a broad grin, while all poor Harry could do was to stand there on the chair and look sheepish.

"Why you don't leaf dot katz alone by himself," asked the proprietor, angrily, adding some awful swear words in German. It must have been his pet. "He aind trouble you none. He never troubles mit nobody vat leafs him alone."

There was Harry standing on the chair holding up the bicycle with the big tom cat dangling by his front paws from the front tire, and the fat, old German, red in the face and shaking his fist. It was a tableau worth seeing. Then he realized for the first time that the cat was fast and started to get him loose."

"Whoa, Schnitzel, mein lieber, wait a minute yet, and I loose you."

"He gathered the dangling, meowing tom cat in his arms and tried to work his claws loose in that awkward position but without much success.

"Come down once vy don't you," he yelled at Harry. And like the man in the Bible who was up a tree, Harry came down with more hurry than grace. He simply fell off his perch and the cat got free at the same time. The old German cuddled his Schnitzel up and petted him, but Harry didn't wait to see anything more; he got out of the crowd and we got away from there as fast as we could. We walked around the nearest corner and started to mount, and then Harry noticed that things were not all as they should be. His front tire was as flat as a pancake. There was no need to ask what had happened. He turned the wheel around and ruefully gazed at two gashes in his beautiful Palmer tire. Both of them went clean through. There was no help for it; we had no repair kit, not even a pump and no one we asked could direct us to a repair shop, so we decided we didn't want to ride home anyway and took the next boat."

"Served you both right for teasing the poor animal in such a shameful manner; he should have put his claws into you instead of the tires," broke in an indignant chorus of feminine voices.

An Incident of a Tour.

That license of expression which characterizes "English as she is spoke" sanctions the saying "a hungry man sometimes walks into a meal" or even "falls into a meal," and none so poor to do this anomalous and literally meaningless idiom reverence. Its currency goes unquestioned. But a former cyclist, in describing an incident of a tour, puts it in such a manner that it is pretty hard to tell just what he did mean. The tour was in Spain and he says "Between Serravalle and Pistoja, we halted beside a stream and made tea, and rode into the latter at sunset." Was it the stream or the tea?

CYCLES FOR CHILDREN

Why "Any Old Thing" Won't do—Adjustments and Caution are Necessary.

"A question which is very frequently asked, and to which a decided answer requires to be given, is, 'What is the earliest age at which a child should be allowed to commence riding?'" says Dr. E. B. Turner, the widely known British cycling physician.

"Young growing tissues are easily distorted, and young children feel the effect of overstrain and overfatigue much more than adults, and, taking the general average of children, I do not think that it is advisable to let any child learn the bicycle before the age of seven. There may be, of course, those exceptions which prove the rule, and an occasional child may be so far in advance of his fellows in physical development that riding earlier may do him no harm, but for the large majority seven years is quite the earliest age at which it should be permitted, and for many seven is much too early.

"If a child be found sound and well in all respects, it is very important that he should be properly fitted with his first bicycle. Any old cast-off 'crock' will not do. It is essential that the reach should be accurately adapted to his length of leg, and that the gear should not be too high nor the cranks out of proportion, while the handle-bars must be sufficiently raised to allow him to sit upright in a proper and natural position, and the weight of the machine should be carefully cut down to the lowest minimum consistent with safety. If a young child gets into the habit of holding himself in a bad position on a machine, he will never get out of it, and will for a certainty acquire a permanent 'hump' in his back, while a reach too long may easily cause mischief which would be very difficult to correct.

"The child having been properly taught and fitted with a suitable machine must never be permitted to ride either so fast or so far as to cause any undue fatigue. The distance which may be ridden by each par-

ticular child cannot be laid down in miles and yards. One may be much stronger and in better physical condition than another, but the child's condition on returning from a ride will be the best test whether that ride was too much for him or not. If he be able to eat well, sleep well, and the next day be fresh and lively, he has not done too much; but if, on the other hand, he be feverish, sleepless, and awake the next morning jaded and unrefreshed, then he has overtired himself, and must have a rest for several days, and not be allowed to attempt so much again. Excess of distance is bad for a child, excess of speed is worse, but excess in hill climbing is worst of all. Children learn easily, and very soon become expert in the management of a machine, and properly regulated riding I have found to be of immense benefit to numbers."

Evil of "Racing" the Engine.

Racing the engine is one of the abuses to which many motorcyclists subject their machines when trying them out on the stand. The practice of putting the bicycle on the stand and speeding the engine up until "it almost runs its head off" is one that clips months off the motor's life, if its owner only knew it. That an engine, no matter of what size, should never be permitted to run uncontrolled at high speed when not under load, or "racing" as it is briefly termed, is one of the most fundamental laws of mechanics.

There is nothing dreaded quite so much by the engineers of large ocean steamers in stormy weather as the racing of the engines when the propeller is lifted out of the water. If not immediately controlled by shutting off steam they would be apt to tear themselves from their foundations or wrench the stern off the ship. Needless speeding the engine on the stand and until everything is a rattle and roar, takes more out of the entire machine than many miles of ordinary work, wastes fuel, causes diabolical racket and an ungodly stench beside being of no particular use anyway. When it is absolutely necessary to test an engine on the stand, the shorter the test the better for the engine.



KELLY BARS



USED WHEREVER QUALITY AND COMFORT ARE APPRECIATED.

AFFORD 25 CHANGES OF POSITION.

KELLY HANDLE BAR CO.,

-

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Cleveland, Ohio.

LOOPHOLE IN THE LAW

Massachusetts Motorist Escapes on Odd
Technicality and Police are Ruffled.

Massachusetts police authorities as well as all other citizens of the blue law State who clamor for the suppression of the automobile and the motorcycle, first, last and all the time, are much upset by a ruling made last week by Judge John W. Berry, in the Lynn Police Court, which has, however, led to a decision to arrest alleged offenders without seeking to establish their identity. Although the ruling grew out of the arrest of Arthur M. Stanley for overspeeding an automobile, as motorcycles are specifically mentioned by the law, the matter is of interest to their riders. Through the efforts of Henry R. Mayo, who appeared as counsel for Stanley, the case was dismissed.

When the case was called, Attorney Mayo presented a motion to quash the complaint, on the ground that his client was immune from criminal prosecution, and he cited section 7 of the automobile laws of 1906, as conveying the authority for his request:

"Section 7. Any person owning or controlling a motor vehicle, who, when requested by a police officer, shall refuse or neglect to give any information within his power to give which may lead to the identification or apprehension of the person who was driving such motor vehicle on the occasion inquired about, shall be punished by a fine of not less than twenty-five, nor more than one hundred dollars.

"Provided, that no evidence obtained under the provisions of this section shall be used in any criminal proceeding against the person furnishing the same."

Judge Berry, at first, refused to accept the motion to quash, on the ground that it was not applicable, and he ruled that Stanley was guilty of overspeeding and expressed a determination to impose a fine of \$10.

Continuing his argument, Attorney Mayo said that his client, who was operating the automobile owned by Vice-President E. W. Rice, of the General Electric Company, and bearing a registration number of that gentleman, was stopped by one of the Lynn inspectors, asked his name and address, and to every question a prompt response was made. In consequence of the fact that Stanley conveyed to the police information which led to his identity, which could not have otherwise been secured by the police, unless from the owner of the car, it was contended that such evidence could not be used in criminal proceedings against Stanley. A singular fact was discovered, which amounted practically to this: If Stanley refused to disclose his identity, he was subject to a fine; if he did disclose his identity he could not be punished criminally, as he then had contributed evidence which the

police were using against him in the criminal proceedings.

After much discussion between the court and counsel, during which it was remarked by Judge Berry that the law was a most queer conception, Stanley's case was filed.

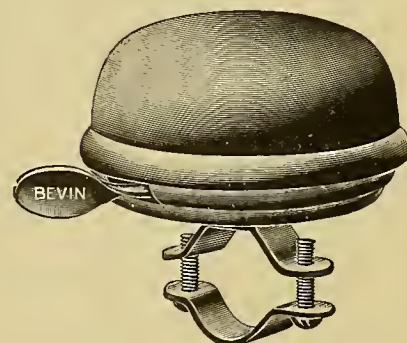
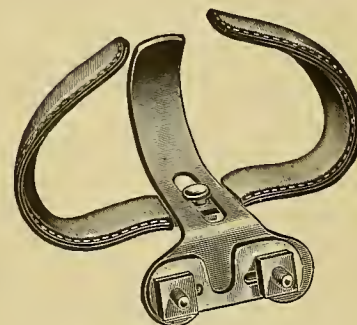
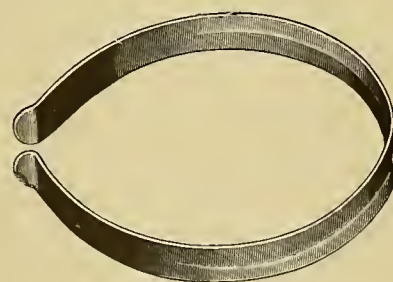
Dr. Tevis and the Tricar.

Dr. H. L. Tevis, one of the most prominent citizens of the Golden State, has just received an Indian tricar, which he will use between Los Gatos and his model ranch home at Alma. Although the doctor owns fine horses and automobiles, he was convinced that he had use for the little three-wheeler the first time he saw one, and he forthwith ordered one through the San Francisco agent. When the machine was delivered at the ranch there were, as usual, several guests at the mountain home, and there was soon an argument as to how quickly the tricar could negotiate the mile of rough hill from the county road to the doctor's home. The road is not only very rough, but there are short corners innumerable, and it requires some skill to successfully "round" them. A horse owner and an enthusiastic automobilist were very loud in their statements as to how badly they could beat the motorcycle up the grade, until the doctor wagered one of them \$10 to 50 cents that the tricar could "do" the hill, with one passenger, in less than 6 minutes. Naturally, such odds were very tempting, and the race was soon on. The car went up in exactly 3¾ minutes, and the doctor has not yet finished laughing, so it is said, and he now swears by the tricar.

Vagaries of a Thunderstorm.

"Experienced cyclists do not have to be told of the vagaries of thunderstorms," says the Scottish Cyclist. "More than once have we seen a line drawn sharply across the road where the rain has fallen, but the cycling column of a Yorkshire daily records an incident that illustrates the ways of our climate in a most marked fashion. A cyclist and his wife started from Leeds for York a few days ago and when a thunder storm overtook them, one was a few yards ahead of the others. The downpour was sudden and blinding and the cyclist hastily made for the nearest shed, thinking his better half had done likewise. In the course of half an hour the storm passed off and he continued his ride expecting to find his partner but it was not until he reached York that he saw her again. The hundred yards or more between them had allowed her to escape, and she had gone on wondering what had happened to her consort and taking it for granted that he would overtake her every moment."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau Street, New York.

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"Good Old Standbys"BEVIN
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Toe ClipsBEVIN
Trousler Guards

Prices as interesting as ever.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LIII.

New York, U. S. A., Saturday, August 18, 1906.

No. 21

CREDITORS LEND HELPING HAND

Agree to Dismissal of Bankruptcy Proceedings and Consolidated will Continue.

As had been anticipated, the meeting of the creditors of the Consolidated Mfg. Co., which occurred in Toledo, on Monday last, 13th inst., marked a favorable turn in its affairs of the company.

Receiver Robinson, by whom the meeting had been called, explained the exact situation and pointed out that if it were not for the heavy load that had been so long permitted to accumulate and which had been shifted from one prop to another, until the receivership became imperative, the company would be now on a paying basis. It was only the interest due on this load that rendered it impossible to report a good net profit.

The receiver found the creditors in full sympathy. The sympathy took the practical form of consent to the withdrawal of the bankruptcy proceedings and to the continuance of the business under the receiver for a period of one year.

There was also appointed a committee of creditors who will work in harmony with the receiver and advise with him in all matters of moment. This committee consists of W. H. Crosby, The Crosby Co.; H. S. White, Shelby Steel Tube Co.; E. J. Lobdell, Mutual Rim Co., and Tracey Carr.

How the Jobbers will Co-operate.

In the constitution and by-laws of the National Bicycle Jobbers' Association, which have been made public, is evidence of the new spirit of co-operation that pervades the industry. The clause relating to membership provides that only those jobbers shall be eligible who are so designated by the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association. The by-laws also disclose that while the annual meeting will occur in July, the

executive committee may call meetings whenever they are deemed desirable and they are to be held "if possible, at a time and place in conjunction with some other event of interest to the trade."

The Retail Record.

Rockford, Ill.—H. D. Ticknor, sold out to Lewis T. Theiss.

Easthampton, Mass.—J. M. Thompson, Cottage street; closed out.

San Pedro, Cal.—Anderson cycle store, stock destroyed by fire; loss, \$500, no insurance.

Aurora, Ill.—A. B. Crosby, acquires the business of Frank Anderson; opens new store at 12 River street.

India as a Cycle Market.

The bicycle business is evidently a pretty safe investment in India. It is related by a member of a Lahore firm that starting ten years ago with four bicycles and twelve sewing machines, that his concern now maintains branch stores in eleven other cities in the Empire, has about 100 employees, issues a large catalogue and carries in stock upwards of 500 bicycles to say nothing of a volume of accessories.

South Africa Increases Tariff.

British South Africa, comprising the colonies of the Transvaal, Orange River, Cape Colony, Natal and southern Rhodesia, has passed a new tariff schedule, which already has gone into effect. The duty on bicycles has been increased from 12½ per cent. ad valorem to 15 per cent., and on motorcycles from 5 to 15 per cent.

New Echoes for Burned Ones.

The Echo Bicycle and Motor Boat Co., whose plant at Tonawanda, N. Y., was destroyed by fire some time ago, are making preparations to rebuild. Tonawanda cyclists who had cherished mounts in the place when the fire broke out have been made wheels will be replaced.

DAVIS DENIES THE STORY

Says will Increase Output but Mail Order Firm has not Acquired Dayton Plant.

Although the report that Sears, Roebuck & Co., the Chicago mail order house, had acquired control of the Davis Sewing Machine Co., Dayton, Ohio, was common property at the recent Atlantic City convention, it transpires that it was all report and no substance.

The story was so circumstantial that the mail order house was credited with having acquired exactly 51 per cent. of the Davis shares, but Secretary Parmelee, of the Davis Company, states that far from that being the case, the Chicago concern does not own or control even a single share in the company. He characterizes the report as "without foundation" and says that it is a close kin to stories that some of their rivals in the sewing machine business have been for years endeavoring to circulate in the rural districts.

Mr. Parmelee adds that it is true that it is the intention of the Davis Company to increase the output of its bicycle department next season but that no deal such as that which obtained credence had anything to do with the intention.

Henderson Becomes a Corporation.

The Elizabeth Motor and Cycle Co., with headquarters at 18 Julian Place, Elizabeth, N. J., has been incorporated under New Jersey laws with \$2,000. As stated in the papers its object is to deal in and repair bicycles, motorcycles, automobiles, and deal in supplies. Mortimer S. Ross, James S. Henderson and Ada H. Foote, all of Elizabeth, are named as the incorporators. The corporation really takes over the business conducted for a number of years by Henderson himself and is in the nature of an enlargement.

FRAMES FOR MOTOR BICYCLES

Importance of Keeping Motor Rigid and Some Suggestions on the Subject.

In motor bicycle design, no common agreement has as yet been reached as to the best location of the motor, nor as to the most advantageous method of mounting it in the frame. Indeed, it is probable that few riders, comparatively speaking, despite the continual discussion which is going on regarding it, realize how important a matter it really is, or how much of real practical efficiency depends upon its settlement in the most satisfactory manner. In a recent article on design in general, Engineering has this to say regarding the positioning of the engine and its attachment:

"No design can be called good which does not allow of the engine being readily withdrawn, and when withdrawn the frame should be able to bear the rider's weight without distortion or other injury. There is often a horizontal tube between the cylinder head and the petrol tank, which prevents the engine being got out of its place vertically, though even without the tube it is not right that the removal of the engine should involve the previous removal of the tank. The choice seems to lie between dividing the frame and using the engine as a rigid link on the structure, and seating the engine in a sort of cradle. Other arrangements have been used, such as clamping the engine down to the front tube, so that it lay along, underneath, and parallel to the tube; and this was very satisfactory for the smaller engines.

"However the engine is fixed, it should be impossible for it to rock about when it is running, a tendency to which many engines are liable. When the engine forms what we have called a link in the structure, although it is comparatively easily withdrawn, the rocking tendency has to be most carefully guarded against. There is hardly a motor bicycle of this type on the market on which the engine is held as rigidly as it should be. The best arrangement mechanically is to have the frame continuous, and seat the crank case of the engine in a cradle formed solid with the frame tubes. In one well-known make, the crank case is bolted between two flattened bars curved to the contour of the casing. The bars form a forked continuation of the front tube, and bolts passing right through the combination hold them round about half the circumference of the flat faces of the crank case. The frame has no intermediate horizontal bar, and is consequently perilously weak and liable to distortion if the engine is removed. There is probably no machine in which the engine is held more effectively against rocking stresses, but, unfortunately, the design renders the engine

extremely difficult to withdraw. After the bolts are taken out, it comes in contact with the petrol tank long before it is raised high enough to clear the cradle sides, and, in fact, one is compelled either to wiggle the cylinder off first, or to remove the tank.

"The cradle in many motorcycles consists of a single round tube, passing round the centre of the crank case, the cradle tubing being, in fact, a continuation of front tube of the frame. The crank case is held to the cradle by clips, and the engine may easily be got out, but the provision against rocking is usually inadequate. The design, however, is much more rigid than the divided frame, and is not bad structurally if an intermediate horizontal bar is fitted. Such a bar, if properly placed, makes the frame structurally rigid without having to depend on the cradle strength, and this is undoubtedly as it should be. A curved cradle is essentially weak, and should not be required to take any appreciable part of the stresses on the frame. In fact, the frame should be complete as a structure without considering the cradle; the latter then might be designed solely as a suitable support for the engine. There would then be no difficulty whatever in arranging matters so that the engine should be perfectly secured against rocking, and at the same time able to be withdrawn sideways, possibly by removing a strap plate forming one side of the cradle."

Substitute for Porcelain.

Asbestos porcelain is the name given by Garros to a substance originated by him, which in every particular equals the properties of porcelain, over which it is claimed to possess several advantages for such purposes as forming the insulating core of spark plugs. Asbestos fibres are very fine, their diameter varying from 0.00016 to 0.0002 millimetre, so that an exceedingly fine powder can be obtained from them. This powder is mixed with water to form a paste, which is kneaded, again mixed with water, dried, kneaded once more, and finally forced into suitable moulds. By heating the objects in a crucible to a temperature of 1,700 deg. C., a product resembling porcelain as regards transparency is obtained. If the same is heated for eighteen hours at a temperature of 1,200 deg. C., a porous asbestos porcelain of pale yellowish or white color results if care is taken to wash the powder previously with sulphuric acid.

To Test Fit of the Piston.

A good method of testing the fit of a piston and its rings in the cylinder is to lay the latter upon its side on a bench, and then attempt to draw out the piston with a sharp jerking movement. With properly fitting parts, this should not be possible. Hence the degree of resistance offered to the effort may be taken as a measure of their condition.

WOOSTER IS STILL MISSING

His Father Testifies but Tells Little—Assets Ordered Sold Next Wednesday.

One more scene in the modern travesty of hamlet with the title role occupied, occurred yesterday afternoon, 17th inst., at the postponed hearing of the William Wooster bankruptcy case before Commissioner Alexander in the Post Office building. Indeed, it was a scene in which the principal, Wooster, whose artistic \$18,000 failure as a climax to a wholesale-retail jobbing business conducted in sub-sidewalk headquarters at 10 Barclay street, New York, with various branches in other parts of the city acknowledged or otherwise, came in for scant attention. The delinquent William continues to remain in modest retirement, leaving his case to the tender mercies of his creditors, opposed only by his attorney, Samuel Kahan, who yet maintains that he has seen his client but once.

The formalities at yesterday's session, consisted solely of an attempted examination of John Wooster, the father of the alleged bankrupt, with regard to a transfer of the Brooklyn branch of the Wooster business, which is alleged to have been made to him two days before the failure and without consideration. A demand for an elucidation of this transaction made by Thomas & Oppenheimer, on behalf of the receiver, was denied, and the demand was renewed, but without result. Other than John Wooster and representatives of counsel for both sides, no interested parties were present, and the proceedings were quickly terminated.

Meantime attorneys for the creditors have ordered a sale of the property to take place at the Barclay street store on Wednesday, the 22nd. Kahan, on behalf of the bankrupt, has declared his intention of presenting a petition seeking to enjoin the sale, and as the argument will naturally occur on Wednesday, the same day set for the sale, interesting developments are possible.

The petition in bankruptcy, after being adjudicated by Judge Haugh, has been allowed to rest, because of the absence of the bankrupt. As soon as he appears and his signature has been affixed to the schedule, notice of a creditors' meeting will be sent out, and arrangements for the appointment of a trustee can be completed.

Cold Plug in Hot Engine.

When it becomes necessary to insert a cold spark plug in a hot engine, care should be taken not to set up the thread too far; when this is done, the nicest possible "shrink" fit is made, and the subsequent removal of the device becomes a work of delicate functions.

HERE'S THE MOTOR CHAIR

Comes from France, but There are Fields of Possible Use in America.

If, at the Florida winter resorts, there is a truly painful sight it is that of the young negroes laboriously pedalling the so-called wheel chairs often containing men or women of ponderous weight. When the "human mules" encounter a headwind on the beach, their labor is something fearful to behold. In Atlantic City, N. J., and a few other resorts, the wheel chairs more nearly resemble overgrown baby carriages; they have no pedals, the black fellows using their hands instead of their feet to apply power. The suggestion often has been made that even a light motor applied to such chairs would greatly add to the pleasure and distance of the occupants and even more greatly lessen the labor of the "mules" but nothing ever has come of them.

In view of the successful development of the motorcycle in this country, it would seem that some progressive American would have seized on the idea long since, but it has remained for a Frenchman to evolve something which at least is a step in this direction. This is termed "L'Auto Faut-ien," or motor armchair. It is in reality a motor tricycle and is designed for the use of invalids or cripples who are not incapacitated from taking care of the machine. Power and speed have necessarily been subordinated to the demands of comfort and from the side its appearance differs very slightly from that of the ordinary wheel chair, except that handles or similar means of assisting in the business of propulsion are not in evidence. Liberal sized pneumatic tires are used on the rear wheels which are about 28 inches in diameter, but the steering wheel is of such diminutive size that any attempt to speed the machine would undoubtedly result disastrously. This wheel has a small solid tire.

The power plant consists of a four and a half horsepower air-cooled motor, mounted on the rear axle at an angle tilted backward from the vertical. Instead of driving directly to the axle or driving wheels, however, a variable speed gear is interposed affording a range of from 5 to 15 miles an hour. A special form of foot brake acting directly on the motor shaft is provided. To judge from the appearance of this first type of motor driven arm chair it would form a dangerous pastime to attempt to drive it at its maximum speed on anything but the smoothest and most unobstructed of highways and even under such conditions it would constitute a ticklish occupation. This, however, has little bearing on the fact that a motor-driven chair of the type now pushed by the thousand up and down the walks of seaside resorts would form an excellent innovation. It would travel faster and a great deal further in the same time

and could doubtless be run profitably for a very little higher rate than now obtains for much inferior service. And—neither the avoidupois of the passenger nor the chance of a stiff head wind would bother the attendant, but, of course, that is something the owner of the chairs does not worry himself greatly about.

Tale of the Broken Show Window.

That trait of being able to make the best of anything, unfortunate or otherwise, and to turn a penny out of the commonest misfortune, so commonly attributed solely to the Yankee, seems to be developing in the Mother Country to a certain extent, at least



THE MOTOR CHAIR

to judge from the following incident. It seems that a local cycle repair shop in one of the rural districts had been run into to by a heavy wagon which had plunged through the main show window totally demolishing it. It was a sad blow to the dealer, for besides cutting off his display, it deprived him of the greater part of his light, since the gap must needs be boarded up until a new glass could be procured.

Nothing daunted, however, he caused to be pasted in the rough boarding a sign which read:

"The van which ran into this window was not equipped with Blank brakes, but all our bicycles are."

Whether he also took occasion to importune the teamster who had met with the accident to fit up his cart with the device, is not a matter of record, but at least, there can be no doubt that he reaped no little advertising from the quick advantage which he took of the situation.

The mere posting of a sign in this way, may appear a small matter. Many a dealer would not think it worth the while. Yet under the circumstances it could not fail to attract attention, both to the dealer and his wares, and that, of course, must naturally be the beginning of every sale, although it does not follow that every such beginning results in business returns.

THE "GOOD ENOUGH" HABIT

Some of the Damage it Does and How it Pays to Avoid it.

If there is any one little habit that above all others eats holes in the Sunday clothing of a man's business methods it is the "good enough" habit, remarks Hardware. A letter is dashed off, not fully thought out or quite satisfactory but "good enough"; still it lacked just the last vital force that lands the order and a valuable contract is lost. An agreement is drawn up ready for signature. Some deficiency is apparent in it at the last moment and is finally dismissed with the mental comment, "It's good enough. Let it go." But the defect invalidates the papers and costs some one a pretty penny as well as a lot of trouble and hard feeling.

An order for new stock is given that a little more consideration would show was not a well balanced one, but it is allowed to pass as "good enough" rather than take the trouble of making a few inquiries. Result: a lot of goods that are not needed and some empty shelves in places where the stock was really short. In a dozen other details of more or less importance the "good enough" principle is applied until the whole business is honey-combed with unsatisfactory arrangements.

Nothing is good enough except the best that can be done and any concern, however humble, run upon that principle is sure in time to be a more desirable possession than a more pretentious neighbor conducted upon the opposite plan. If a letter can be improved upon it should be re-written even if it is only a notice to Bill Smith that the plow point ordered for him has arrived. It will take time, but the next one will be more carefully prepared in the first place, and time spent in establishing the habit of exactness is time well spent even if the richest customer on the rolls of the concern has to cool his heels outside while it is being done; for it will eventually, if persisted in, place any establishment upon a footing to be proud of.

The Dealer Propounds a Problem.

"Although the solution is as plain as the nose on your face I had a problem to solve recently that has caused a lot of the boys a mental tie-up," said Jean Roy, the New York dealer. "A man came into my store and wanted to hire a bicycle for a certain length of time. He had only a two dollar bill, and I told him the charge would be \$3. He took the \$2 bill to a pawnshop and pawned it for \$1.50. On his way back to the store he met a friend to whom he sold the pawn ticket for \$1.50. That gave him \$3 and he came back to me and hired the bicycle. Now, who's out the dollar?"

NATIONAL BICYCLES

Worthy of the Nation
they Represent

Are you *well* acquainted with them?

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

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Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials
of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, AUGUST 18, 1906.

No Clouds; all Silver Lining.

If next year the cycle industry does not enjoy even a much greater increase of prosperity than has come to it this season, it will be chiefly because of timidity or other weaknesses in departments governing the sale of bicycles and the kindred productions. For from the West and South come reports of the unusually excellent condition of the year's crops and from the East of a corresponding condition in the manufacturing centres.

The harvests of corn, wheat, rice and other grains promise to be the largest ever known, while the cotton crop also is of magnificent proportions. In the steel, copper, textile and similar industries a most flourishing order of things prevails. It is of significance that the United States Steel Corporation has resumed payments of dividends on its common shares and that the money on deposit in savings banks are at about the high water mark—in Kansas, for instance, late reports show that the deposits average \$100 per capita for every resident in the State.

It does not require close study of the abstruse science of economics to trace

the probable influence of such widespread prosperity. The indications are quite clear enough that there are few businesses that will not feel the good effects. The best effects will be felt by those in which real effort and intelligence is expended to secure them.

It has been said, and its truth does not admit of argument, that the bicycle appeals to or can be made to appeal to every human being who is not in a cradle or on crutches. It even may be said, and it is as true, that the use of a bicycle has led to the disuse of some crutches. With an article of such an appealing nature—not to mention motorcycles—and with such prosperous conditions prevailing and promised, it will be the fault of those concerned with its production and sale, if the balance sheets of 1907 do not disclose about the healthiest state of trade that has been enjoyed in a long term of years.

Less of the "too busy" order of puttering, less faintheartedness, more enthusiasm and a little more boldness or courage in letting go of one dollar, for the sake of making two, is substantially all that is required. The populace has the money. The cycle trade has the goods. It is the cycle trade's business to make the populace desire its goods.

The Workings of a Name.

How far a little candle cast its beam of light, used to be a favorite turning point for the argument of the old-time philosopher. Yet in the modern trade propaganda, is furnished a more striking parallel based on the bolder lines of the present day ideals. For however far the product of an industry may go, its name is bound to go still farther, and strangely enough it often carries with it the name of the locality which gave it birth, and which, but for the message of the trade, would remain hedged up in provincial obscurity, or in purely local prominence. Thus its beer has advertised Milwaukee, and Grand Rapids is known because of its furniture.

But neither Milwaukee nor Grand Rapids were either small or obscure. On the maps they were denoted by fairly large dots. It is rather more remarkable how a product can make widely known a little community which previously, to all intents and purposes, was unheard of. The thought is suggested by an advertisement of tires which recently has been appearing.

The broadcast spread of the name depends somewhat upon the nature of the

wares which carry it. Furniture, for instance, is purely a household utility. Beyond the home of the user, it and its name and origin excite no interest except in a passing way. Other manufactures have their personal and general uses and the area enlightened by this or that trade luminary is thus governed largely by the nature of the wares.

But tires, however personal may be their use to the individual owner, are bound to travel all over the world. Once they have been sold by the dealer wherever he may be, instead of remaining cooped up in the home or shop, they go out onto the crooked endless streak of grey that leads from everybody's house to anywhere. And with them go their name, and the name of the town which brought them into existence. Thus, it has come about that wherever there is a highroad passable to a wheeled vehicle, wherever there is or has been at any time a cyclist, towns have been brought into the spot light. Kokomo serves as an excellent example. Outside of the immediate confines of the State, how many people even knew of the existence of that little Indiana town, until it became associated with pneumatic tires? And into how many hundreds of thousands of homes has the name since gone and in how many parts of the world is it now not known!

It is a most weird thing, the way an endless chain of resistless circumstance takes up and carries out the talisman of a word or phrase. Yet one thing is evident from the very nature of the chain. It cannot go unless new links are continually being forged. And the basic source of supply must be, of course, the factory. If then, the chain begins to weaken or rust or break, the undeniable reason must be explained by a loss of activity or a lack of careful work at the home forge. If, on the other hand, the chain grows longer and stronger with the years, the explanation must lie not so much with the nature of the circumstances which furnish its medium of dissemination, but in the strength of the blast at the forge, and the vigor and truth of the blows at the anvil.

"I do not mind missing a meal once in a while, but when it comes to missing the *Bicycling World*, that's a different matter. As I have not received it for several weeks, will you please send copies of the latest issues and let me know if my subscription has expired."—Gus Castle, Atlanta, Ga.

GLOBE GIRDERS AWHEEL

Holt and Creutz Now on the Road—Their First Impressions of England.

Liverpool, August 8.—Our cyclometers now register the first miles of our journey "around the world a-wheel"—the first 4,000 miles of the trip having been made in comparative ease—by rail and boat. But now we are dependent upon our bicycles and are about to start northward on our circuit of the British Isles.

One does not need to be in England a great while to learn much about bicycling, and the very first thing we learned was how much more popular and prevailing bicycle transportation is in England than in America.

Sunday is usually an extremely "dead" day in Liverpool. In fact, everything is closed except a few tobacco stores and the hotels. We arrived here on a Sunday morning, but before we had been an hour in the city we saw more bicyclists than we saw during a sojourn of two weeks in the eastern cities of the United States. By ones, twos and threes and in squadrons of a dozen or more, they passed us, en route to some of the many outing places in the vicinity. One peculiar fact is that while in America one sees but few lady cyclists, in this city they seem almost equal in numbers to the men who wheel. We are informed that this is true throughout the islands. St. George's Hall, one of the largest and finest buildings in Liverpool, is a favorite gathering spot for cyclists, and is the starting point of almost all of the wheeling parties starting for a tour of the surrounding country.

One phase of English cycling of interest to the visiting American, is the prevalence of the use of the bicycle for business purposes. Almost everyone who owns one rides it too or from his or her work, thus saving carfare. In fact, many people who never take long rides, own wheels for this purpose alone.

The esteem in which bicycles are held in England—in contrast to their status quo in America—is shown clearly by various laws passed especially for wheelmen, and the many conveniences for cyclists to be found. For example, the law here is very strict in regard to the carrying and lighting of lamps, and a heavy penalty is attached for violations. The time for lighting is an hour after sunset and as the sun sets at a different time each night, there might be some difficulty for the cyclist to ascertain the time of lighting his lamp. To overcome this inconvenience, the newspapers of Liverpool, each day, print in the upper right hand corner of the front page, the official time of sunset and the time for lighting the lamps. To-night the time is 8:55 o'clock, and to-morrow it will be 8:54 o'clock. In December lamps must be lighted as early as 4:49 p. m.

Here are a few cycling laws whose novelty will appeal to the American wheelman.

"In case of a machine being hired, and an accident causing damage to the machine occurs, the hirer is not responsible for damages if it can be satisfactorily proven that it was no fault of the said hirer."

"A master is responsible for the acts of his servants when using a machine in the ordinary routine of said master's business."

"If two cyclists choose to race on the road, and one of the two runs into and injures any person, both are liable to the injured person."

A day or two ago an incident occurred to us which would have had hardly the same outcome at home. We were descending a hill—our coaster brakes on—directly behind a street. The car stopped. We signalled and passed to the left. Two people got off the car just in time to escape injury by our wheels—by jumping. We stopped at once, just to see what our fine would be, as an imposing policeman was standing on the sidewalk not ten feet from us. Much to our surprise he proceeded to berate the men who had gotten off the car, for not looking about them and, thereby, nearly causing us a tumble. The incident might have been classed as a misdemeanor at home, and would have called for "three and costs" to settle the difficulty. Thus, while stringent rules are made for wheeling, the cyclist who obeys these rules really has the "run of the road."

Another fact indicative of the prevalence of cycling here, is that many of the smaller hotels advertise in large signs, the fact that special conveniences are offered to bicyclists. In addition to this it is not an uncommon thing to find three or four bicycle supply stores in one block—and the combined stores of Liverpool would make a fairly respectable business district by themselves. Prices as a rule, run less than in American stores—that is on the supplies. Bicycles list slightly higher—but over here they think that America has too many cheap wheels.

We have not seen a colored wheel since arriving here—all English bicycles, it seems, are black—and our own trim Reading Standards, with their brown and green frames, attract considerable attention, as do also the yellow and black sweaters, with the insignia of the Roy Wheelmen, of New York, which we wear.

One point which the American manufacturer of bicycles would do well to consider, is that of the difficulty experienced by Americans coming over here with American wheels, in securing supplies to fit the wheel. Our greatest difficulty was in locating a repair or supply shop where a pump to fit American valves was to be secured—and then it was in a little repair shop three miles from where we uncanted our wheels. We were told that there was but one place in Liverpool where an American pump was kept and this is most apparently true. Therefore the American

FIXTURES

August 19—Valley Stream, L. I.—C. R. C. of A. championships.

Aug. 26—Valley Stream, L. I.—Century Road Club Association's record run.

August 26—Century Road Club of America's fifteen-mile handicap road race; open.

September 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Brooklyn, N. Y.—Century Road Club of America's annual twenty-five-mile handicap Coney Island Cycle Path race; open.

September 3—Dongan Hills, S. I., N. Y.—Five-mile motorcycle race; open.

September 3—Boston, Mass.—Track meet at Revere Beach.

September 3—Newark, N. J.—Track meet at Vailsburg.

September 8—Dongan Hills, S. I., N. Y.—Ten-mile motorcycle race; open.

September 9—Brooklyn, N. Y.—Century Road Club Association's annual record century run; open.

September 9—Valley Stream, L. I.—Roy Wheelmen's ten-mile handicap road race; closed.

September 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

cyclist, who comes across the sea, will do well to carry with him a trunkful of accessories.

It seems to us that a matter which might well be taken up by the L. A. W. for Americans and the C. T. C. for England, is that of securing an abolishment of the fee of \$2.50 charged by the steamship companies for carrying each wheel across the ocean. Out of curiosity we investigated the matter a little, just to ascertain whether the wheels received any particular consideration. We couldn't find that they did. Aside from the fact that they were put on top of the pile instead of beneath it, they went through exactly the same course as did our trunk. The average cyclist has less baggage than the average traveler. We had only a small steamer trunk between us, weighing less than 200 pounds. Each passenger is allowed that weight of baggage—but our bicycles could not go as personal baggage—they had to go as freight, at \$2.50 each, for the privilege of being put on the top of the pile. There were eight wheels on board, so it will be seen that thousands are taken across every summer. Could the fee be abolished and the bicycles carried as personal baggage, it would be a saving of many thousands of dollars each year to the bicycling fraternity.

HOLT AND CREUTZ.

MUELLER MAKING HEADWAY

Transcontinentalist Finds Rocks in Sierras and Sand in Nevada—Holden with Him.

L. J. Mueller, the big Cleveland, is now more than fairly under way on his record-breaking cross-continent trip; and at last accounts, George N. Holden, of Springfield, Mass., was still with him.

As the *Bicycling World* of last week reported, they left San Francisco at 6 o'clock on the morning of the 10th, Mueller avow-

5 pints of engine oil, tools and parts; there was one camera also. Their Indians are equipped with G & J heavy motor tires with Bailey treads.

They left the Pacific via Port Costa, 35 miles from San Francisco, to which point they were accompanied by C. C. Hopkins, the Indian agent. That evening they put up at Rocklin, Cal., 127 miles, having suffered two punctures despite their heavy tires.

The following day, 11th, they crossed the Sierras and reached Truckee, Cal., a day's travel of 90 miles. That they had an enter-

attack of appendicitis, which fact may cause some of the high scorers to change places. Andrew Clausen, of Chicago, has changed places with H. H. Hintze. Clausen is third for July and Hintze fourth. In the last report the standing was the reverse. The standing of the others is as follows: 5, Ernest G. Grupe, Brooklyn; 6, Fred E. Mommer, New York City; 7, Emil Leuly, Hoboken, N. J.; 8, Fred I. Perreault, Malden, Mass.; 9, Fred Pfarr, New York City; 10, F. H. Peterson, Newark, N. J.; 12, A. P. Rice, Winthrop, Mass. In all, 306 centuries have been ridden since the first of the year.

Early also is at the top of the mileage list, with Hintze and Seeley, respectively, second and third, the relative positions they occupied July 1st. Ernest G. Grupe is fourth, and Henry H. Wheeler, who won the competition two years ago, is fifth. The others in the competition are positioned as follows: 6, Fred I. Perreault, Malden, Mass.; 7, James H. Clowes, Paterson, N. J.; 8, Noble C. Tarbell, Lake Geneva, Wis.; 9, Harold E. Grupe, Brooklyn, N. Y.; 10, Fred Pfarr, New York City; 11, Fred E. Mommer, New York City; 12, William J. Hampshire, Los Angeles, Cal. The number of miles ridden up to August 1 is 34,389.

Leuly on a Long Tour.

Emil Leuly, one of the veteran long distance road pluggers of the Century Road Club of America, who makes a long annual tour a-wheel, is now en route on his 1906 outing with Dayton, Ohio, as his objective point; he is accompanied by H. E. Fisher, who, however, will go only to Niagara Falls. The riders expected to start from West Hoboken, N. J., on Saturday, but on account of rain did not get away until 4 o'clock Sunday morning. They reached Montrose, Pa., crossing Mount Pocono, 108 miles from West Hoboken, at 7 p. m. Sunday. From there the itinerary embraces Glenwood, Binghampton, Oswego, Elmira, Mount Morris and Buffalo, at which point Leuly and Fisher will part company, the latter, whose time is limited, going to Niagara Falls and returning. Leuly will go alone from Buffalo, his route being Erie, Geneva, Conneaut, Ashtabula, Cleveland and Dayton. He figures on reaching the latter place by August 22.

He will make the return trip also on his bicycle, a total distance of over 1,600 miles. Last year Leuly rode half way across the continent.

Jerseymen Make a Fast Journey.

Harry Early and Ben Evessen, of the Century Road Club of America, have broken the record of 18 hours 48 minutes, for the trip from Jersey City to Philadelphia and back, a distance of two hundred miles. Philadelphia is not 100 miles as the crow flies, but Early and Evessen rode to a point beyond the Quaker City and return in 16 hours 15 minutes, a very creditable performance.



HOLDEN AND MUELLER READY FOR DEPARTURE

edly to break the motorcycle record of 48 days 11 hours and with hopes also of bettering the then automobile record of 32 days 23 hours, while Holden was to keep him company for a week or so and thereafter to precede Mueller by train and "look out" for him each night. Later reports from the Coast state what was half suspected—that the Springfield man would ride with the Ohioan to the end if he found that the travel agreed with him. As he is a "rough rider" of no ordinary calibre, it will be odd if he does not make the entire journey on his Indian.

The weather at the time of starting was clear but warm, some of the thermometers registering 102 degrees. Both men were in good spirits and in their blue flannel shirts and with canteens slung across their shoulders they looked their parts. The quiet Holden had acquired a sombrero, which gave to him a real "wild westy" appearance. Before leaving San Francisco the travelers got on the scales which showed that Mueller and his machine, with all "trappings," weighed 383 pounds; and Holden, 309, the riders weights being respectively 193 and 134. They each carried an extra outer tire case, 9 quarts of gasoline,

taining time of it, Mueller's daily postal card report to the *Bicycling World* intimates quite broadly. "Roads were rotten, in fact, we made our own road; rocks galore," is his crisp comment.

On the 12th, they went from rocks to sand, having entered the deserts of Nevada, the State of sand and sage brush. Good weather continued to favor them, but the sun was scorching hot. Mueller prints "sand" in capital letters and adds that they walked ten or twelve miles of a total of 84, even the railroad bed being unridable. They stopped for the night at Hazen, Nevada, 305 miles from San Francisco.

Mileage Men Change Places.

National Treasurer Harry Early, of Bayonne, N. J., still leads in the National century competition of the Century Road Club of America for the seven months up to August 1, as disclosed by the report of Noble C. Tarbell, chairman of the Roads Records Committee. Alfred H. Seeley, the popular young New York rider, is still in second place although it is probable that he will step down one or two rungs in the ladder by next month. Seeley has been laid up in the hospital for some time with an

HALLIGAN SURPRISED THEM

Re-enters Professional Ranks and Makes a Hit—Sherwood Wins Amateur Events.

Joseph T. Halligan, who turned professional and then, having thought better of it, regained his amateur status, has become a cash chaser again, and for all time, Chairman Kelsey of the National Cycling Association says, and he signaled his re-entry last Sunday, 12th inst., at Vailsburg, in a manner that opened the eyes of two thousand spectators, and a great many of the riders.

Halligan captured the ten mile open after a three lap sprint and finished nearly half a hundred yards in front of the next nearest riders. The racing last Sunday was the best that has been seen at the track this year, and a crowd numbering about two thousand attested the fact by exercising their lungs at each close finish. They were kept pretty busy all the afternoon, for there was not a dull moment from the start to the finish of the long program. From the novice race, which resulted in almost a dead heat, to the ten mile open professional, there was a continual buzz of excitement all along the line and for the first time this year the spectators rose en masse and paid homage to the struggling actors on the elliptical stage.

A deal of interest surrounded the ten mile open, won by Halligan. Seventeen riders faced the starter, the largest field of pros that has started in a single race this season, and eight remained to the finish. Ben Hill made his debut and got some lap money. A dollar awaited the winner of each lap and on the sixth time around Hill, Judge and Guery began to gather the shekels. After Rupprecht and Ashurst had each taken a lap the race settled down. A broken chain put Ben Hill out of the running in the thirteenth lap, and in the next lap King and Halligan made a bid for laps; each got two. King and Halligan had secured such a lead that Glasson and Schlee started after them, resulting in three divisions. John Bedell, who was injured recently at Revere Beach, entered the race swathed in bandages, but was so stiff that he had to withdraw at five miles. There was a special prize of \$5 for the winner of the fifth mile and this was copied by King, though Ashurst tried hard to lessen the distance between himself and King and cop it. Ashurst and King then kept together about 100 yards ahead of the bunch with Halligan sandwiched. Glasson made a sprint at seven miles and tagged Ashurst and Rupprecht after three laps of hard riding, and Schlee, Krebs and Rupprecht got up at eight miles. At the ninth mile eight riders were left in the race. Halligan made his supreme bid in the last mile and had gained a lead of 100 yards before the other riders

woke up to the fact. Probably they did not expect Halligan to keep his strength for three laps, but they were badly fooled. At the bell Halligan led by a quarter of a lap with Schlee, Krebs and Ashurst following in this order. Krebs and Rupprecht tried to make up the distance in the last lap but Halligan crossed the tape first by forty yards. He received such an ovation that it must have made his heart glad. Krebs was second, Rupprecht third and Ashurst fourth.

Schlee did so much pulling in the ten mile open that he undermined his strength for his match pursuit race against Alfred Ashurst and Edward Rupprecht. Since Schlee became famous as a pursuit rider three weeks ago there was some interest to see what he could do singly against a team. The condition of the race specified that Rupprecht and Ashurst had to overhaul Schlee before five miles. They did it in a considerably shorter distance. Schlee started from the tape side with the other two on the back stretch. For the first lap neither gained, but after that Rupprecht and Ashurst showed the advantage of having pace by systematically lessening the distance between themselves and Schlee with each succeeding lap. At two miles the finish was close at hand and on the back stretch of the next lap Rupprecht sprinted away from Ashurst and overhauled Schlee. The time for the 2½ miles was 5:05.

Charles A. Sherwood, the popular captain of the New York Athletic Club team, showed his sterling ability as a rider by carrying the winged foot to victory in both the amateur events. Those who saw Sherwood ride Sunday proclaim him the coming amateur champion, and indeed, the prophecy appears not at all improbable. The five-mile handicap was run in two heats and a final, the riders qualifying at two miles. In the final, after the scratch men had overhauled the bunch at one lap shy of two miles, the race settled down to a jockeying match. Despite the torrid temperature, Otto C. Brandes, of the Edgecombe Wheelmen, appeared on the track attired in a bath robe and this furnished the crowd some amusement, shouts of "Go on there, bathrobe," etc., greeting the New Yorker each time the riders passed the grandstand. Charles Jacobs, of the Roy Wheelmen, had to change wheels at three miles. Just as Jacobs got even with the bunch again after a plucky ride, Watson J. Kluczek, the Roy champion, took a flier with Sherwood on. Urban McDonald gave chase and the two decided they did not wish to lose the others after all. Kluczek tried the trick again at 4½ miles, with Magin on this time, but the effort was useless. When the bell sounded the last lap Cameron headed the string, pulling Dave Mackay. Spain, the negro, was in third place and Sherwood next. Cameron swung up the bank at the beginning of the last on the outside inch by inch. By a pretty turn and let Mackay go through with ebon-

ized Spain hanging on for dear life. About this time, however, Sherwood's legs began to thump up and down on the pedals with the force of pile drivers and he moved up little jump and extra sprint in the stretch he led Mackay over by half a length and Spain by three-quarters of a length. Jacob Magin, of the National Turn Verein Wheelmen, was fourth.

Sherwood added an extra spray of laurel to his already well-filled crown in the the riders came over the line, Mackay led. Just after, Cameron, New York A. C., got the pole and led nearly all the way with Mackay on and Sherwood next. Sherwood and Mackay started to go around as they entered the stretch, but Cameron came up and Sherwood led his fellow clubman across by a clear length. Mackay got third. The time was fast—28½ seconds. The summaries follow:

Quarter-mile novice—Won by J. Cummings, Newark; second, Frank Valiant, Roy Wheelmen; third, Ernest Jackes, Newark. Time, 35½ seconds.

Quarter-mile open, amateur (flying start)—Won by C. A. Sherwood, New York A. C.; second, George T. Cameron, New York A. C.; third, David Mackay, Newark; fourth, Benjamin Neuschaefer, National Turn Verein Wheelmen. Time, 28½ seconds.

Ten-mile open, professional—Won by J. T. Halligan, Newark; second Floyd Krebs, Newark; third, Edward Rupprecht, Newark; fourth, Alfred Ashurst, Newark. Time, 24 minutes 42½ seconds. Winner of special five-mile lap prize, King. Lap prize winners—King, 9; Ashurst, 8; Halgin, 7; Judge, 3; Glasson, 2; Schlee, 2; Dupuis, 2; Appleton, 2; Hill, Rupprecht, Benfer and Davenport, 1 each.

Five-mile handicap, amateur—Won by C. A. Sherwood, scratch, New York A. C.; second, David Mackay (scratch), Newark; third, A. C. Spain (200 yards), Bloomfield; fourth, Jacob Magin, National Turn Verein Wheelmen. Time, 14 minutes 11 seconds.

Unlimited pursuit—Charles Schlee vs. Alfred Ashurst and Edward Rupprecht; won by Rupprecht in 2½ miles. Time, 5 minutes 5 seconds.

Mangold Wins at Baltimore.

Before a crowd numbering nearly 7,000, James Mangold (Indian) rode to victory from scratch in the five-mile motorcycle handicap, which formed a feature of the automobile race meet at the Pimlico mile track, Baltimore, last Saturday, 11th inst. Although he got off poorly and lost some distance, when he got a-going Mangold soon caught the long markers by hugging the pole rather closely. From then on he was never headed and led Raymond Thomas (Indian), another honor man, over the line by a safe margin. The time was 7:54¾. Harry Fisher (0:10), William Fisher (0:45), Herbert Webber (scratch), William Wood (scratch) and A. Baer (0:30) were the "also rans."

KRAMER SHOWS AT SALT LAKE

Rides Two Exhibitions in Fast Time—
Snappy Racing With McFarland Ahead.

Salt Lake City, Aug. 8.—Iver Lawson will be the favorite in his series of three match races against National Champion Frank Kramer, with the odds 8 to 5 on the Swede's winning two heats out of three and an even break on his winning two straight heats. This was the way the money ran after last night's exhibition by Kramer and considerable money is being wagered on the outcome.

Kramer rode an exhibition and because he failed to equal Lawson's record for the distance, the odds went against him, although Kramer has not been here long enough to become acclimated. However, this is decidedly a Lawson town and the feeling is to be expected. When Kramer's time was announced last night there was a great burst of applause for Lawson and some few hisses for Kramer from the bleachers, but the cheers that came from the reserved seats, where the fair minded people sit, more than drowned out the sound made by the small boy element.

The event of the evening was the Greenwald Furniture Company's handicap at two miles, with a sixty dollar first and big lap money, five dollars going to the first rider across the tape each time around. The riders were given handicaps up to 35 yards to avoid falls in starting. Smith on the limit annexed the first three laps and Worth Mitten, the county fair champion, the next two. Then Walter Bardgett, the crack Buffalonian, came to the fore and succeeded in carrying away \$25, before his friend, Joe Fogler took two laps. Then Hardy Downing snatched a lap. Just as Downing came to the fore McFarland swooped down on the pole and the fight for first place was on, still three laps to go. On the bell lap Clarke and Hollister unbottled all the reserve speed they had, and the spectators jumped to their feet as the pair tried to go by "Long Mac." The lanky Californian was equal to the occasion and stalled off Hollister, winning out at the finish by a short three inches. Clarke finished third and Pedlar Palmer fourth. The time was very fast, although not a record. It might be well to remark that Lawson has stopped riding in competition until after his races against Kramer.

The other pro race, a mile handicap, was fast and exciting. Joe Fogler, Samuelson, Pye, Munroe, Bardgett, Downing, Hollister, Clarke and Hopper qualified in the trials, McFarland getting shut out in the slow heat. Bardgett elected to pull Fogler in the final heat but the Brooklynite had not the speed and Bardgett went out alone. He got second, Hollister beating him at the tape by inches. Samuelson got third and the two Australians, Pye and Clarke, fourth and fifth, respectively.

Fred West trounced Jack Hume in the five-mile motorpaced race, both men riding behind the same machine. That West won was due to his judgment in tacking on behind the machine, for Hume never had a chance when the motor was speeded up. West won out easily and simply ran away from his exhausted competitor.

Kramer's quarter-mile exhibition was a pretty ride for it fooled the majority of the spectators who are not used to Kramer's style of pedalling. Kramer begins slowly and gradually increases his speed all the while, so that he appears to be riding much slower than he really is. That fact led some of the irrepressible fans to yell what Lawson would do to him, and they were surprised when his time was announced as 24½ seconds, fast, but not up to Lawson's record of 0:23½.

The one-mile invitation for amateurs resulted in a victory for J. E. Holliday with Mayer a close second. McCormack got third and his fellow townsman, Berryessa, fourth. The summaries:

One-mile invitation, amateur—Qualifants: John Berryessa (scratch), J. E. Holliday (15 yards), Fred Schnell (55 yards), G. Carter (50 yards), A. Crebs (25 yards), Tommy Morgan (70 yards), Ed Mayer (55 yards), Pete Giles (25 yards), Hal McCormack (15 yards) and R. Diefenbacher (scratch). Final heat won by Holliday; second, Mayer; third, McCormack; fourth, Berryessa; fifth, Giles. Time, 2:03.

One mile handicap, professional—Qualifants: Joe Fogler (25 yards), E. A. Pye (15 yards), W. E. Samuelson (35 yards), Ben Munroe (100 yards), Cyrus Hollister (20 yards), Hardy Downing (15 yards), Norman C. Hopper (60 yards), A. J. Clarke (30 yards) and Walter Bardgett (40 yards). Final heat won by Cyrus L. Hollister, Springfield, Mass.; second, Walter Bardgett, Buffalo; third, W. E. Samuelson, Salt Lake City; fourth, Ernest A. Pye, Australia; fifth, A. J. Clarke, Australia. Time, 1:57½.

Five mile motorpaced match between Fred West and Jack Hume—Won by West. Time, 10:04½.

Quarter-mile exhibition by Frank L. Kramer. Time, 0:24½.

Two-mile lap, professional—Won by Floyd A. McFarland, San Jose, Cal.; second, Cyrus L. Hollister, Springfield, Mass.; third, A. J. Clarke, Australia; fourth, W. P. Palmer, Australia; fifth, Saxon Williams, Salt Lake City. Time, 3:48. Lap prize winners—Bardgett (5), Smith (3), Mitten (2), Fogler (2), Downing (2), and McFarland (1).

Salt Lake City, Aug. 11.—Although no records were broken at the saucer track here last night, the races were all of the first water variety and fast times were made in all. Probably no race of the evening furnished as much excitement as the finish of the half-mile open, when Hardy Downing made McFarland ride his "head off" to

win out. McFarland, Bardgett, Hollister, Clarke, Fogler, Samuelson and Downing qualified in the two trial heats, the first being ridden in 58½ seconds. On the last lap McFarland had the pole and Downing tried desperately to go by. He got even once or twice but McFarland reached the tape about an eyelash in front. The excitement was heightened by the fact that Downing and McFarland are not on speaking terms. Clarke was close up for third, trailed by Hollister and Fogler. The time was 57½ seconds.

The other professional race was a mile handicap, Williams, Wilcox, Hopper, Bardgett, Fogler, Samuelson, Pye, Downing and Hollister being placed in the two heats. Hollister was the lone scratch man in the final, the rest of the riders being strung around to 75 yards, Wilcox occupying this mark. Three laps from home Samuelson took the lead and held it to the finish, winning out easily over Hopper, Wilcox and Bardgett in this order. The pace was so fast all the way that Fogler, Hollister and Downing were unable to work themselves up to a good position for the sprint. This was Samuelson's second victory in an open race this year and the fact is noteworthy, although neither Lawson nor McFarland started.

Kramer rode a half-mile exhibition but failed by four-fifths of a second to touch Samuelson's record for the distance. The champion did not exert himself, however, and made four laps in 52 seconds.

In the final of the unlimited pursuit race for amateurs West, after getting the benefit of Hume's pace for a few laps, tagged him and then put out Holliday and Diefenbacher, winning the event. The pistol was fired while Berryessa was strapping his feet in the pedals and consequently the California boy did not have a fair show, getting counted out on the first lap.

The five-mile motorpaced match race between Ben Munroe, Hardy K. Downing and W. E. Samuelson resulted in a victory for the Southerner. Munroe took the lead at the start and stayed in front throughout and although Downing challenged him near the finish and made a desperate effort to go by, Munroe had strength to stave him off. Samuelson finished third. The summaries follow:

Half-mile open, professional—Qualifants: Floyd McFarland, Walter Bardgett, C. L. Hollister, A. J. Clarke, Joe Fogler, Hardy Downing and W. E. Samuelson. Final heat won by Floyd McFarland, San Jose, Cal.; second, Hardy Downing, San Jose, Cal.; third, A. J. Clarke, Australia; fourth, C. L. Hollister, Springfield, Mass.; fifth, Joe Fogler, Brooklyn. Time, 0:57½.

Half-mile handicap, amateur—Final heat won by R. Mayerhofer (70 yards); second, A. Naish (85 yards); third, Hal McCormack (25 yards); fourth, Ed. Mayer (35 yards); fifth, Rod Diefenbacher (20 yards). Time, 0:56.

One mile handicap, professional—Final

heat won by W. E. Samuelson (45 yards); second, Norman C. Hopper (60 yards); third, S. H. Wilcox (75 yards); fourth, Walter Bardgett (40 yards). Time, 1:52½.

Unlimited pursuit, amateur—Qualifants: Fred West, J. Berryessa, A. Crebs, J. E. Holliday, R. Diefenbacher, P. Giles, Jack Hume and Tommy Morgan. Final heat won by Fred West; second, J. E. Holliday; third, R. Diefenbacher; fourth, Jack Hume; fifth, Morgan. Distance, 1 mile 5 laps 107 yards. Time, 3:45.

Half-mile against time—Frank Kramer. Time, 0:52.

Five-mile motorpaced, professional—Won by Ben Munroe; second, Hardy K. Downing; third, W. E. Samuelson. Time, 7:17.

Veterans Renew a Famous Run.

While as enjoyable as usual, this year's Veterans' Century Run, on Sunday last, was not so well attended as should have been the case. In earlier years this annual feature attracted numerous cyclists and the night boat trip from New York City to Sag Harbor was an occasion when the fun usually waxed fast and furious. So fast and furious, in fact, that some of the "veterans" did not feel in condition to ride the century on the following day. This year, however, while the boat trip was as thoroughly delightful each one of the riders was able to leave Sag Harbor Sunday morning for the 100 mile jaunt.

The real deeply dyed-in-the-wool veterans who were on hand were the redoubtable Daniel M. Adee, of Metropolitan and New York City, and H. E. Ducker, who came down from Albany. Of the genuine veterans, but not so deeply dyed in the wool, were C. P. Staubach, George S. Sweet and old Battalion Fire Chief John Castles. There were a score of other veterans in whom the veterans' dye has not penetrated so deeply, but who will probably attain that distinction some day.

As the weather was all that could be desired, and the roads irreproachable, the run in from Sag Harbor to Jamaica was without incident. At Westhampton, Fred E. Mommer joined the party. He had started from New York at midnight for a double century, and by turning back with the rest he had to ride 32 miles more after the finish to complete his two hundred miles. D. D. Adee, who is following along in the footsteps of his daddy, met the riders coming in also. Young Adee had started out Saturday to do a three hundred mile ride and had 225 miles checked up when he mingled with the veterans. Three riders who scorned the boat trip and went the entire distance from New York to Sag Harbor and return on bicycles, are Charles E. Burch, Carl Von Flug and H. T. Mayo. At Patchogue a party headed by R. A. Van Dyke and M. S. Walters, who could not get away Saturday, joined the veterans for the ride. All the cyclists reached Jamaica in good condition.

AMERICANS NOT IN IT

Walthour and Schwab Try for Championships, but Fail—Ellegaard Recovers Title.

Thorwald Ellegaard, of Denmark, is the professional champion of the world for 1906. He won the title at the three days' meeting which came to an end at the Junction track, Geneva, Switzerland, on Sunday, August 5. This year's world's championships were not as exciting as those held at Antwerp last year or those at London the year before, probably on account of the lack of countries represented. America had but two representatives—Walthour for the paced championship, and Oscar Schwab for the sprint championship. Both cut a sorry figure.

The first day's racing was held on July 29th, and the important event for decision was the paced championship of the world, at 100 kilometres. There were but a few crack entrants: Walthour (America), holder of the title for the last two years; Tommy Hall (England); Louis Darragon (France) and Arthur Vanderstuyft (Belgium), representing the stars, and Vendredi, Gazel, Lequatre and Schwitzgubel. Walthour got away first followed by Vanderstuyft. Darragon, Vendredi and Tommy Hall. Walthour led at 2 kilometres, when Darragon began the attack, succeeding in passing the American and leading at 10 kilometres. Walthour had to change his wheel and Darragon gained a lap and Vanderstuyft moved up second. At 30 kilometres Darragon was still ahead and also led at 40 kilometres, Vanderstuyft was second and Schwitzgubel Walthour nine, Vendredi eleven and Hall twelve. At 60 kilometres Darragon was obliged to change mounts, resulting in the loss of two laps, but Walthour and Hall were completely done up and Darragon continued and won the race hands down. Vanderstuyft was second and Schwitzgubel third. Time, 1 hour 50 minutes 34¾ seconds. Walthour plainly showed lack of form as has not been in Europe long enough to get in condition. On this day the trial and semi-final heats of the amateur championship were run and resulted in the following riders qualifying: Nielson, Delage, Rondelli, Verri.

The second day's racing, on August 2nd, saw Verri, the young Italian, easily win the amateur championship at 1,200 metres over Delage (France) and Rondelli (Italy). Verri is the young man who won everything at the Olympic games and later the amateur Grand Prix at Paris. The eight trial heats of the professional championship resulted in Ellegaard (Denmark), Poulain (France), Friol (France), Myer (Germany), Van den Bron (Belgium), Micahux (France), Rettich (Germany) and Gardellin (France) getting placed. Dupré (France) won the final repechage from Schwab (America) by a length, thus qualifying for the final heat. The semi-finals resulted in

the elimination of all but two, one Danish and two French rider—Poulain and Friol and Ellegaard.

Naturally the chief interest of the meet centered in the final of the professional championship at one mile, which was decided on the last day, August 5th. At the bell in the final heat Ellegaard had the pole and Poulain was on the outside, Friol trailing along ten yards behind. As Poulain jumped and began to unwind Ellegaard fought him off heroically and the two sprinted around the cement track neck and neck. The Dane had the better strength and got across the tape half a length ahead. Friol finished a length and a half behind. Ellegaard's victory was the cause of great rejoicing by all but the Frenchmen present as the Dane has won the honor four times for his country, getting the title thrice in succession in 1901, 1902 and 1903. Poulain won the race last year for France. American riders have secured the coveted belt three times, Banker in 1898, "Major" Taylor in 1899 and Iver Lawson in 1904.

The only other championship race decided was the long distance amateur, at 100 kilometres. Bardonneau, of France, had an easy victory, finishing nine laps in front of Tubbax. Time, 1:52:08. Draper and Meredith, of England, were among the also rans. The first championship of this kind was run at the World's fair in Chicago, 1893, and was won by Meintjes, the South African. Nelson is the only American rider to be bedecked; he won in Montreal in 1899. Last year's winner was Leon Meredith, of England.

For National Championships.

It is not at all improbable that Frank L. Kramer will remain in Salt Lake a few days after his series of match races with Iver Lawson as the Salt Lake saucer has been offered the two and five-mile professional championships. The management asked for the one mile event also, but this was reserved for the East. It is possible that Lawson and a coterie of the cracks may accompany Kramer back to Vailsburg when the national championships will be started. Bardgett and Fogler write that they may be at Vailsburg on Labor Day, although the new Vailsburg management seems not at all over-anxious to secure professional riders. The amateur championships, all of which will be run in the East, will undoubtedly prove gruelling struggles, for the New York Athletic Club, the Tiger Wheelmen, the Bay View Wheelmen, the Roy Wheelmen and the National Turn Verein Wheelmen are each talking of putting a crack team in the field.

Walthour Wins, then Falls and Loses.

After winning the 20-kilometre race at Cologne, August 5th, in grand style from Paul Guignard and Rosenlocher, Walthour fell in the hour race after going 89 laps. Guignard finished first, covering in that time 63 kilometres 50 metres.

CRY OF "FAKE" ANGERS LAWSON

Wins First Match with Kramer, Then Refuses to Ride—Fine Rumpus Results.

Salt Lake City, Aug. 17. (Special)—On account of adverse criticism in regard to the series of match races between Iver Lawson and Frank Kramer, Lawson refused to ride. The Swede stated that he was no party to a fake and said that his reputation was worth more than the money he would gain by riding. Kramer also refutes the insinuations of a fake. The race to-night was for two miles and owing to Lawson's flat refusal to ride, Hardy K. Downing was substituted to ride against Kramer, and naturally the Orangeman won easily. Lawson states that he will never ride a bicycle in Salt Lake City again, and for refusing to fulfill his contract he has been indefinitely suspended by the referee.

Salt Lake City, Aug. 14.—Iver Lawson, the Great, demonstrated clearly here to-night that there is probably not one man in the world that can beat him at a jump, for he trounced National Champion Frank L. Kramer in the first of the series of match races between these two great riders for a purse of \$2,500. Lawson simply won as he pleased. He out-jockeyed Kramer at the start and then beat him at the finish. There may be a different tale to tell after the other two races, but not one who saw the race to-night think there can be. One mile is Kramer's distance and this race had been conceded to him, but the other two races are at two and three miles, respectively, and both are Lawson's distance. Despite the fact the management had doubled prices for to-night's meet, the saucer track was full to overflowing, nearly 4,000 people being crowded into the enclosure. And when they saw Iver Lawson, Salt Lake's favorite, dash past the American champion, a band of wild Dervishes after a Christian head would have been pink tea in comparison with the spontaneous outburst of enthusiasm for the "Flying Swede." Lawson has received many an ovation, but never such a one as he was accorded to-night.

At the close of a good evening's racing the big event of the year was called out and Lawson, appearing first, was given an ovation. A second later Kramer came on the track and while his ovation was not quite so strong in volume, it was great enough, for the most prejudiced to see that the unparalleled American has made many friends during the short time he has been in Salt Lake. There was little or no delay in pushing the men off and Lawson took the lead slowly. Before the first lap had been covered Lawson had reduced his speed to such an extent that it seemed he must fall from his bicycle, and this caused Kramer to take the lead, Lawson dropping down on the pole behind. One point for Lawson! The

men jockeyed for four laps but Lawson could not be enticed to the front. At the half mile Kramer began to ride a little faster, ever keeping a watchful eye on the man behind. Three laps from the finish the pace was still slow but there was a slight increase with every turn of the wheel. As the pair reached the last quarter Kramer began to unwind, but still not going his limit. When the 25-yard mark was reached on the last lap, Lawson gave one mighty jump, sailed past Kramer as if the latter had been standing still and swung down on the pole. Kramer hesitated one instant and was after Lawson at full speed but it was no use. Lawson had the race won and crossed the tape nearly sitting up, and more than three lengths to the good. That he



LAWSON, WHO WON AND THEN QUIT

was riding fast is attested by the fact that the last eighth was ridden in $11\frac{3}{8}$ seconds, much better than record time. Perhaps Lawson swung down on Kramer a little too close but it is not doubted but that he could have run away up the bank and won out as the jump carried him three lengths ahead of Kramer.

The regular program was a crackerjack, but one race in particular is worthy of mention. It was the second heat of the half-mile handicap professional when A. J. Clarke, the popular Australian, broke the world's record for the distance from scratch. Clarke's time was $53\frac{1}{2}$ seconds, one second better than Kramer's record made at Vailsburg four years ago. The final heat was won by Pedlar Palmer from the 50-yard mark, Williams, Hopper, Downing and Munroe finishing next in order.

West, Berryessa, Holliday, Giles, McCormack, McLaughlin, Diefenbacher, Mayer and Hume qualified in the three trial heats of the quarter-mile open, Hume winning the final heat after a hard fight. West was third and Mayer fourth. The time, $0:29\frac{3}{4}$. Hume also captured the one-mile handicap from scratch, McLaughlin getting second and King third. Time, 1:59. The team pursuit race between Morgan-Crebs and Schnell-Giles, was won by the latter pair after riding 1 mile 2 laps 200 yards. The time was $2:45\frac{1}{2}$.

Exclusive of the Lawson-Kramer match the hardest fought race of the evening was the five-mile lap race with final prizes of \$55, \$25, \$15, \$10 and \$5, and an additional \$10 to the winner of each mile and a dollar to the leader of each lap. Walter Bardgett captured the first \$10 after a hard sprint, and Fogler got the next two miles; Hollister won the fourth. The final was won in clever style by Hardy Downing from Clarke, Hollister and Samuelson fighting for third place, the Springfield man getting there first. Time, $10:15\frac{1}{2}$. The summaries:

Quarter-mile open, amateur—Final heat won by Jack Hume; second, Rodney Diefenbacher; third, Fred West; fourth, Ed. Mayer; fifth, John Berryessa. Time, $0:29\frac{3}{4}$.

Half-mile handicap, professional—Final heat won by W. P. Palmer, Australia (50 yards); second, Saxon Williams, Salt Lake City (50 yards); third, Norman C. Hopper, Minneapolis (45 yards); fourth, H. K. Downing, San Jose (20 yards); fifth, Ben Munroe, Memphis, Tenn., (85 yards). Time, $0:53\frac{1}{2}$. World's record broken in second heat by E. J. Clarke, Australia (scratch). Time, $0:53\frac{1}{2}$.

One-mile handicap, amateur—Final heat won by Jack Hume (scratch); second, J. H. McLaughlin (45 yards); third, A. King, 115 yards; fourth, John Berryessa (25 yards); fifth, A. Crebs (45 yards). Time, 1:59.

Five-mile lap, professional—Won by Hardy K. Downing, San Jose; second, A. J. Clarke, Australia; third, C. L. Hollister, Springfield, Mass.; fourth, W. E. Samuelson, Salt Lake City; fifth, S. H. Wilcox, Salt Lake City. Time, $10:15\frac{1}{2}$. Mile prize winners—Fogler (2), Bardgett (1), Hollister (1). Lap prize winners—Fogler (2), Samuelson (3), Downing (1), Clarke (1), Bardgett (4), Hopper (3), Palmer (5), Williams (4), Wilcox (1), Achorn (6), and Mitten (5).

Unlimited pursuit match, amateur—Won by Schnell-Giles; second, Morgan-Crebs. Distance, 1 mile 2 laps 200 yards. Time, $2:45\frac{1}{2}$.

One mile match race between Iver Lawson and Frank Kramer—Won by Lawson. Time, 3:09. Time, last eighth, $0:11\frac{3}{4}$.

Vailsburg to Revive Motor Pace.

After a lapse of several years motorpaced bicycle racing is to be revived at the Vailsburg board track, the first race being scheduled for Sunday, August 26th. Alfred Ashurst and John King will contest, "Dare Devil" Bob Hunter piloting the motor for King, while Joe Nelson will be in front for Ashurst. That there may be no accidents a force of carpenters have been strengthening the track this week.

The Maryland Motor Association has been incorporated at Baltimore, with \$1,000 capital for the purpose of holding motorcycle and automobile race meets. Howard A. French, Howard W. Gill and Robert H. Carr are named in the papers.

"My Ladies" Go a-Motorcycling.

Two Montreal young women, Miss Jessie Blythe and Miss Ruth M. Garrison have shown the way to their sex-mates for spending an ideal vacation trip—on motor-cycles. The independent young Canadian women passed through New York City last week, en route for Washington. They left Montreal four weeks ago and on their arrival here have travelled about twelve hundred miles upon their motor bicycles.

Miss Blythe is the daughter of John E. Blythe, a member of the Montreal Stock Exchange, and Miss Garrison, the daughter of Roger Garrison, a wealthy grain merchant of the same city. When seen at the Prince George Hotel they both looked brown and healthy.

"Our average daily run was forty miles," said Miss Garrison. "We could easily have covered more than double that distance a day, but we started out for our health and pleasure and not to break records—and our necks. We expect to reach Washington next Tuesday.

"Except for a few thunderstorms, this is the first really disagreeable day we have had. The roads in many places were awful, and in others fine, but those between here and Albany were the best we came over. I ran short of gasoline only once, and that was when we were at a deserted spot three miles from Concord. But it didn't necessitate my walking. I simply hitched my machine to Miss Blythe's with a couple of leather straps, and in that fashion we continued into the town. Except for this trifling incident, we have had no trouble with our machines.

"The trip thus far has cost us exactly \$120—\$4 a day. Aside from a few dollars I had to spend for gasoline, nearly every cent of our expenditure has gone for board. After a few days' stay in Washington with friends we shall return home by train."

Miss Garrison maintains that motor-cycling is the finest of exercises for women, and that it strikes the happy medium between automobiling and ordinary bicycling. The value of this means of locomotion, too, in her opinion, is not appreciated as it should be.

"Not a few persons," she said, "scorn the idea of being pushed along by a pint of gasoline, believing that there is no exercise in it. They think it must be tiresomely inactive, but put such a cyclist on a well adjusted motorcycle and tell him how to run the thing, and a very few miles will convert him into a redhot enthusiast. There is not only a lot of fun, but a lot of exercise in this sort of cycling; exercise, moreover, of a pleasanter and healthier description than that taken by the ordinary cyclist."

Both riders were dressed in the regulation motorcycling costume for women, the skirt, being very short and of stout material, and the jacket and gaiters of leather. Goggles and a light cloth cap completed the costume. Each also had a waterproof coat

and a leather bag strapped to the rear of the saddle, the bag containing underclothing and other indispensables to my lady's toilette.

How a Wise Cop Stops Cycle Stealing.

A local epidemic of cycle stealing having broken out in Flushing, L. I., the police last week were ordered to take strenuous preventative measures, on the principle that if you can't catch the thief, you can at least "do him" by catching the goods first. The business men's association recently had occasion to complain to the police that bicycles were being stolen at an alarming rate. Fifty wheels had disappeared within a short time, and only one had been recovered. Immediately thereafter, eight more machines were purloined in as many days. Accordingly, Acting Captain Murray, who is very, very wise, issued an order to his minions to bring in to the station every wheel they could find unguarded, and thereby remove the source of temptation, and thus strike at the root of the evil with one fell swoop. Ever since the Murray order there has been an endless procession of citizens going afoot to the station and riding away on their newly recovered wheels.

World's Champions Trounced.

Although Ellegaard won the professional and Verri the amateur sprint world's championships, both were defeated at Paris on August 9th, by their runners-up in the championships, Poulain defeating Ellegaard in two straight heats and Delage administering the same kind of a trouncing to Verri. In the first heat of the Poulain-Ellegaard match the Frenchman defeated the Dane by one wheel and in the second heat his magnificent jump netted him a lead of half a length at the finish. The match between the French and Italian amateurs was more exciting, Delage beating Verri by 10 inches in the first heat and by only the width of a tire in the second. At the same meet Antonie Dussot, Tommy Hall and Louis Mettling met in an international motorpaced race at 40 kilometres. The American led until 20 kilometres when Dussot took the lead and shortly after Hall moved up to second place. At the finish Dussot led Hall by 6 laps, and Mettling was last, twenty laps behind the winner. Time, 36:04.

Lost Race; Result, Bankrupt.

A curious instance in which the outcome of a bicycle race is alleged to have brought about a bankruptcy, is announced in press dispatches from Sidney, Australia. Lawrence Corbett, a well-known rider who won the famous "Sydney Thousand" in 1904, but was disqualified on a technicality, brought suit in an effort to have the decision upset. Ultimately, he lost the case, was disqualified from riding for two years, and got nothing out of the race. Now he is in straits and has petitioned himself into bankruptcy, alleging that it is all due to the misfortune of the race.

Nat Butler Breaks Collar Bone.

Nat Butler is 'down and out' for the remainder of the summer. The veteran was injured at the Parc des Princes, Paris, on July 29, breaking his collar bone, and although he has been discharged from the hospital, the doctors say that he will not be able to ride for several months. This is particularly unfortunate as the American had just signed a good contract with Parisian managers for the winter riding season.

The accident occurred in the first heat of the motorpaced match race between America and France, Nat Butler and Louis Mettling representing this country, and Bruni and Lorgeu for France. The distance of the first heat was 10 kilometres. Bruni assumed the lead at the start, but soon after Mettling, Butler and Lorgeu passed, the first named getting a lead of 150 yards. Mettling kept the advantage throughout and finished the 10 kilometres in 7:24½, a world's record. The old figures were 7:39½, made by James Moran, in Paris, on May 13. At the finish Butler was only two lengths behind, Bruni one lap and Lorgeu two laps. Just after crossing the line Butler wobbled and fell heavily to the track. When he was picked up it was found that he had broken his collar bone, besides suffering from innumerable cuts and bruises. He was taken immediately to the hospital, and while there got delirious and attempted to tear the bandages off, but was restrained by the attendants. Butler was discharged from the hospital three days later, but he will not be able to ride for some time.

The second heat was at 20 kilometres and Mettling had the advantage from the gun, finishing about 500 yards ahead of Lorgeu and two laps in front of Bruni. The time was 14:50½. In the last heat, at 30 kilometres, Mettling was again the victor, defeating Lorgeu by about the same distance as in the preceding heat, while Bruni quit. Time, 22:29½. The final classification gave America the victory with three points against France's 17. In other words, Mettling had 3 points, Lorgeu 8 and Bruni 9.

Paris Gets World's Championships.

Following the usual custom the delegates of the respective countries affiliated with the Union Cycliste Internationale held their congress while the world's championships were in progress at Geneva, Switzerland. Fifty-four delegates were in attendance, representing France, Belgium, Switzerland, Germany, Holland, Denmark, Spain, Portugal, England and Australia. America, Italy, New Zealand and Sweden were not represented. The question of amateurism was raised but was left to the countries interested to decide what shall be done to purify the sport. It was decided that in future the Olympic games are to be decided under rules of the international union or be prohibited. The next congress was set for February and the next championships were voted to Paris.

BEDELL WAS MAGNANIMOUS

His Act Caused Revere Crowd to Yell for Joy—How the Races Resulted.

John Bedell, the Newark sprinter, who has lately taken up pace following, won the unstinted plaudits of a crowd of 2,000 spectators at the Revere Beach saucer last Saturday night, by his generosity in offering to decide a race by a sprint on equal terms after he had lapped his adversary twice, owing to a tire puncturing on the latter's pacing machine. Then, when the Newarker trounced Moran—he was his adversary, the crowd greeted Brother John with a storm of applause such as has not been accorded a rider at the Boston saucer in many months. All of which did not suit Moran nor ameliorate his feelings toward the Newark six-day rider.

With perfect weather conditions, the rain hoodoo having been lifted for one night, a large crowd witnessed the run off of the inter-city paced race between James F. Moran and Elmer J. Collins, representing Boston, and John and Menus Bedell, representing New York. The Bostonians won the match. On Wednesday night of last week the first of the four ten-mile heats was ridden, Collins scoring over Menus Bedell. Rain then caused the remaining heats to be laid over until Saturday night when Collins added to his laurels by trouncing John Bedell, who in turn whipped Moran. In the other heat Moran scored over Menus Bedell, making three out of four heats for the Boston team. The heats were productive of the hardest kind of racing, each rider going all the way from the crack of the gun, with the object in view of wearing out the other rider at the start. The interest was heightened by the fact that ever since the advent of the Bedell brothers at Revere they and Moran have been at loggerheads, and John has been outspoken in his claims to beat Moran at any distance and at any style of racing, and he has even offered to bet real money on the outcome. As yet Moran has not accepted the challenge, but that is another story. In order to prove the contention, John Bedell not only rubbed it into Moran Saturday night, but gave the crowd an exhibition of generosity and racing seldom seen on the old saucer.

On the eighth mile of the Moran-John Bedell heat, the Bostonian had a lead of a quarter of a lap when the rear tire of his motor burst, which resulted in his pace-maker, Saunders, getting a fall, but he fortunately escaped injury. It was then a walk-over for Bedell to win by many laps if he cared to, but after circling Moran a couple of times he dropped his pace and rode alongside Moran. The referee notified the crowd that Bedell was willing to ride Moran a sprint race to settle the question of superiority. The magnanimous action

of Bedell, the second since he arrived in Boston, took the crowd by storm and cheer after cheer was given him.

At the start of the sprint race, one mile, Moran jockeyed Bedell to the front. Lap after lap they rode at a snail's pace, up and down the bank, Bedell leading but trying to coax Moran to the front. The spectators were wrought to a high pitch and cheered their respective favorites. With two laps to go Bedell began to unwind. Moran came alongside, stubbornly contested every inch and tried to go by, but the Newarker held him off. In the middle of the back stretch of next to the last lap Moran came alongside and Bedell jumped, for a lead of a length. Moran fought desperately on the last lap to push his wheel alongside, but the Newarker had the better sprint and managed to keep just a little ahead. At the tape Moran managed to bring up his front wheel to Bedell's pedals but that was as far as he got. The sprint race made Bedell a hero with the fans and they will talk of nothing else for some days to come.

The first heat in the inter-city match race was to have been between Moran and John Bedell, but on the second lap Bedell was thrown. He slid to the bottom and fortunately escaped with adding a few more burns to his already badly bruised body. Moran and Menus Bedell were then lined up. Moran was paced by Saunders and Bedell by Turville. It was from a flying start with Bedell at the tape and Moran on the back stretch. The men went all out from the gun and at four miles it looked as though both would soon lose their pace, but Moran was the stronger, Bedell collapsing in the fifth mile. He regained his pace but not until he had lost five laps, Moran winning easily in 14:35¾.

John Bedell in the meantime had rested up and been patched up and he, with Ruden up and Collins with Saunders in front, started the next heat. The pace was fast and in the first mile Collins lost his roller but by a quick jump regained it. Hard riding in the sixth mile gave Collins a good lead but his motor missed fire and at eight miles he and Bedell were even again. In the ninth mile Bedell's machine got cranky and in disgust the Newarker left it and rode several laps unpaced, but going just as fast as Collins. There is a limit to human endurance, however, and Bedell finally had to sit up, giving Collins the victory. The final heat, between John Bedell and Moran, resulted in Bedell's spectacular victory, as described above.

The mile handicap for amateurs was productive of two good trial heats and a first-class final. Tom Connolly was on scratch, with Baretto on the limit, at 160 yards. Hill, McPartlin, McLaren and Bell, were sandwiched in between. Baretto set the pace for half a mile, then tired and commenced to loaf. He was overhauled by Hill and McLaren, and at the three-quarters pole Connolly joined the bunch. The last lap

produced a blanket finish, with Connolly in front by inches, Hill in second place and McLaren third. The time was 2:07.

Roy's Promoting a Road Championship.

What is expected will prove one of the biggest road races of the season is that which is being organized by the Roy Wheelmen, of New York City, and which is on the calendar for Sunday, September 30th. It is styled the Inter-State Cycling Derby and on the entry blanks is stated that it will be for the "championship of the Eastern States." Although all the prizes have not yet been collected the committee is assured of at least two high grade bicycles for first time and place prizes, in addition to about thirty or forty other prizes of various description and value. One noteworthy feature of the prize giving will be that the first and second riders to finish will be awarded solid gold and silver medals, respectively, suitably inscribed, in addition to whatever other prizes they may select, and a member of the club has offered a solid gold medal to the time prize winner should the record of 1 hour 2 minutes be broken. The race will take place at Valley Stream, L. I., over the usual twenty-five mile course. Entry blanks may be had of Ralph Roullier, 302 West 152nd street, New York City.

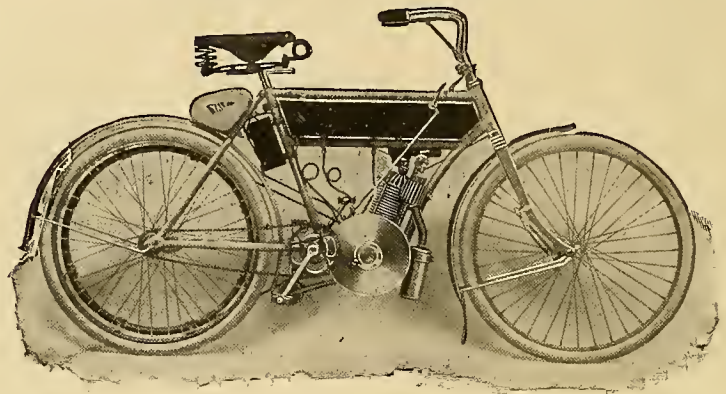
Tigers Form a Track Team.

After several months of enforced idleness the Tiger Wheelmen, of New York City, have decided to get back in the whirl. With that object in view the club has entered a racing team in the field which will represent it on the track and road and will incidentally contest the amateur championship. Urban McDonald, who gave the old veterans at Vailsburg cause for alarm when he broke from his lair and invaded the track and won two firsts in two successive meets, will be the captain of the team. The other riders are August Huron, who has been riding for the Roy Wheelmen, and Martin Kessler, the sturdy young Edcombe plugger who has been riding at Vailsburg with a New York A. C. "mercury foot," loaned him by George Cameron.

Century with Long Title is Postponed.

Because the roads over which the run will take place are undergoing necessary repairs and will not be in condition on August 26th, the individual handicap record century run of the Long Island division of the Century Road Club Association, scheduled for that date, has been postponed until September 9th. The race committee has secured 25 prizes, headed by a Columbia racing wheel for place winners, while the first time prize will be in the shape of a high-grade gold watch. The start and finish will be at the club house, Bedford Rest, Bedford avenue and Eastern Parkway, Brooklyn, and the limit men will be sent off promptly at 7 a. m. Each rider who finishes the century will be eligible to a medal with his time engraved thereon.

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the F. A. M. 1906 Endurance Contest, New York to Rochester, up hill and down, and through mud and rain—

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THE CONSOLIDATED MFG. CO., = Toledo, Ohio.

CREEPING AND ITS EVILS

Troubles to Tire Valves that Result and How They May be Avoided.

While care in avoiding objects on the road likely to cause damage, and luck, are the cyclist's only weapons against punctures, there is a far more efficient preventative of that form of injury to the tire that is far worse than the puncture and that is, valve stripping. Tire damage of any nature is infrequently met with on the bicycle so that few riders attain to that state of competency that is able to make good repairs of a nature more serious than ordinary punctures, so that when the valve tears off it is usually a case of walk. But common sense and an occasional inspection of the valve stem are all that are needed to prevent this form of injury. It is not a sudden failing as many suppose, but is the culmination of many week's riding. The elasticity of the support of the valve affords sufficient stretch to allow the tire to creep to a certain extent—just how much will depend upon the conditions in each case, but one thing is certain, and that is, disaster is sure to follow sooner or later.

Instances are not unknown where the tire has crept half an inch or more and then held and no trouble was experienced with it during a whole season's riding though the valve was protruding through the rim at an angle that was a sure indication of trouble to come, to any but the most inexperienced eye. The causes of creeping are not numerous and all are easily guarded against. In putting a new tire on an old rim it is absolutely necessary that the latter should be thoroughly cleaned. Every trace of the old cement should be removed with a coarse file or sand paper before the new solution is applied. And in re-cementing an old tire to an old rim this applies with equal force to both. Neither will grip the other very firmly unless both surfaces in contact are clean and slightly roughened. This is something in which the average repairman is apt to be careless—so much so in some cases that the tire is put right back on the rim without any attempt to clean it.

Of course, it will hold for the time being, but there is no telling how long that may be. The new coat of cement adheres to the old until it dries out and then it begins to scale off. A week is usually sufficient to bring this about and then if the wheel happens to be a rear one, so that a great deal of strain is imposed on the tire, the valve is ripped off almost without any warning. Next to seeing that the rim and tire are properly cleaned before applying the latter, is the necessity of using the pump, for no matter how well the tire may be fastened in place it will not hold long if ridden partially deflated. It must be borne in mind that the rear tire practically finds itself between the stones of a mill. It grips the road, which

tends to retard or hold it against revolving, and it grips the rim to which it is fast and which is forcing it past the point of contact. If riding in deep mud or sand so that the tire is held fast by the road, something must give and then can only be one of three things, unless the wheel slips around and relieves the strain. The chain may break, the wheel may be forcibly revolved inside the imprisoned tire, tearing the valve off, or the rider may find the situation is one that overtaxes his pedalling powers and be compelled to come to a halt. As the grip of the tire on the rim and the strength of the rider are the most variable quantities, either one is far more apt to happen than the default of the chain; further elimination reduces the probability to the creeping of the tire. Keep the tire well inflated and watch the position of the valve, sums up the whole matter in a nutshell. If the latter begins to assume a rakish angle instead of sticking vertically out of the hole in the rim, it is time to take the tire off and re-cement it in place.

If the Pedal Threads Wear.

A not unknown difficulty with pedals arises from the wearing out of the threads which hold them in the crank arm. Occasionally when this occurs, it is found that the threads on the end of the shank also are spoiled, and when this is the case, short of a new part, there is only one thing to be done, that is, to braze the shank in place; it may then be made to serve for many miles without difficulty, and though fatal to the plating, at least will enable the rider to get home without walking, provided only he can get to a repair shop to have the job patched up.

In doing the work, the pedal first should be removed from the shank, and then placed in position carefully, the proper alinement being secured, and a binding wire being put in place temporarily. Then the joint should be brazed and the superfluous spelter removed. In order re-assemble the pedal afterward, it will, of course, be necessary to tip the wheel over on its side and the task will prove an awkward one to accomplish, but with a little patience, the parts may be got into place, and the wheel again put upon the road. It should be remarked in this connection, however, that in the case of machines fitted with a one-piece crank-hanger in which the cones have to be slipped over the crank, the job should not be undertaken until after proof by trial that they can also be slipped over the shank when it is stripped down, and not even then if it can in any way be avoided.

Lawrence, Mass., now has a club of mechanically propelled bicycle enthusiasts which will be known as the Lawrence Motorcycle Club, organization having been perfected last week. These officers were elected: President, James Hudson; vice-president, T. Lacasse; secretary-treasurer, John Allen.

CYCLES ON CYPRUS ISLAND

One Place in the Orient Where They are Popular—Good Roads the Rule.

Visitors to the island of Cyprus never cease to wonder about the large number of bicycles which are in use in that somewhat forlorn island, says an exchange. After having visited the whole Orient where bicycles are generally very scarce, it strikes the traveler as somewhat extraordinary to find so many in a place which is far from being of easy access and where pleasure seekers are to be found only in very small numbers. It might be said that the popularity of the bicycle is mainly owing to the presence of English officers and officials, Cyprus being under English protection, but this does not explain the matter fully, because the number of these representatives is very small, and they are not much in contact with the natives; while no other European nation has either official or business representatives on the island. The population are absolutely Greek and Oriental in their views, demands, morals and habits.

The second surprise a visitor receives who makes a tour of the island is to find that most of the bicycles are not of English origin. Despite the number of English residents the English bicycle has not been pushed. Only a few persons, who brought them with them from England, ride English mounts. German and Austrian rivals have done far better and have gained the confidence of the trade. The German government assists its trade by giving cheap freight rates on its Levant line steamers, which pay regular visits to the island. France has recently gained on the Germans, and now holds an important place in the market.

Ladies' machines are certainly one of the greatest surprises in Cyprus, and the bicycle has been the means of the emancipation of Cyprian womanhood. Cyprus joins with Greece in the honor of being the only Oriental countries where native ladies can use the bicycle without exposing themselves to the insults and attacks of their races.

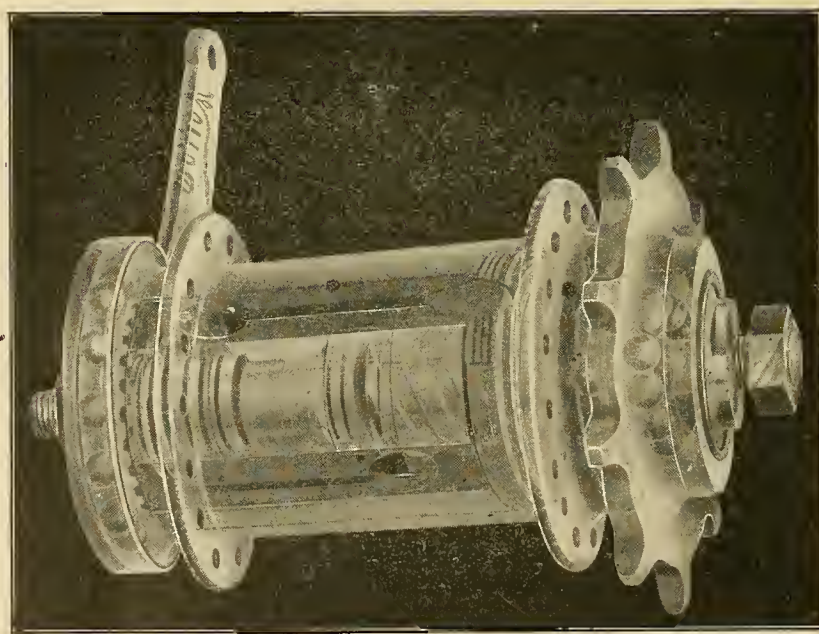
The first reason why the bicycle has become so popular in the island is that it was not introduced as a means of pleasure or sport, but solely as a much-needed means of transport. The natives understood at once its business value for an island where, until six months ago, railways were unknown; the means of communication between the larger places was, therefore, costly and slow. The English officials had always taken care to keep the roads in good condition and to lay out new ones.

But the time has come to introduce motorcycles which will be in great demand. French firms are already making great efforts to introduce their makes.

REFRESHING

That coast downhill is delightful at any season. It is not only delightful but refreshing during the summer months, particularly when the wheel runs perfectly free and yet is under such safe and instant control as is afforded by the

Morrow Coaster Brake



The man or the woman whose bicycle is not equipped with a Morrow is missing many miles of real pleasure.

ECLIPSE MACHINE CO.,

Elmira, N. Y.

FOR THE CYCLE CAMPER

How to "Fly Light"—The Outfit and Necessities Outlined by an Enthusiast.

"To obtain the greatest pleasure from cycle camping it is essential to pay a good deal of attention to the weight question," says O. G. Williams in the Irish Cyclist—cycle camping having attained considerable vogue on that side of the pond. "Every pound saved in the kit means a considerable difference when it comes to actual riding, as neither pace nor ease of propulsion can be obtained from a heavily-loaded machine.

"The Association of Cycle Campers, in a leaflet issued recently, gave the weight of a single equipment as 20-25 pounds, double 30-35 pounds, but there is really no necessity to carry such a heavy outfit, and I hope to prove that an efficient and thoroughly comfortable kit need not weigh more than 13 pounds single or 20 pounds double.

"When this appears in print, two of us hope to be cycle camping in Scotland, averaging about 40 to 50 miles a day, and shifting camp every day. Our total kit (with weights) will be as follows:

Tent Equipment:

lb. oz. lb. oz.

Wigwam tent, height, 5 ft.; length, 6 ft. 6 in.; breadth, 5 ft. 4 in.; guy ropes and two pegs, including boxroom extension at back	2	4
Ground sheet, 6 ft. 6 in. by 5 ft.	0	15
Ground blanket	0	15
Three poles for same in case..	1	5
Set of aluminum pegs.....	0	9 6 0

Cooking Utensils.

Primus stove (filled) and accessories	2	4
Methylated spirit can (filled)..	0	8
Two pint aluminum pan, with frypan cover, 1½ pint aluminum pan and small pad stove, detachable handle to fit all above, lawn shield, 2 small dish cloths, above all pack together	1	4
Large aluminum spoon, 2 knives and forks, can opener, 2 small aluminum spoons and bread knife	0	10
Two enameled plates, small aluminum plate, 2 enameled cups, aluminum butter tin, milk bottle	0	14
Wash basin and water bucket.	0	8 6 0

Sleeping Apparatus, Etc.

Down quilt for two and two down pillows	2	10
Aluminum comb, 2 towels, and soap	0	10 3 4

Carrying Apparatus and Provisions.

Two Japanese baskets (one each) and straps to attach to machine	3	0
-----------------------------------------------------------------------	---	---

Rubber cover to cover down quilt when same and other things are wrapped round pole	0	6
100 Saxin tablets, 4 oz. tea and 4 oz. coffee in aluminum boxes	0	12
Shoulder bag to carry provisions bought in the evening	0	6 4 8
		19 12

Total, 19 lbs. 12 ozs.

"The above outfit could be further lightened to the extent of 2 pounds by dispensing with the 'Primus' stove, and depending wholly on the 'Sirram' pad stove, the latter being quite reliable, but methylated spirits cannot always be had in country districts, and the 'Primus' had better be carried as a



NEW YORK BRANCH 214-216 WEST 47TH ST

precaution. As will be seen, the total camp equipment comes out under 10 pounds each, including carriers, but in addition the following personal belongings weighing about 3 pounds, are carried. (It would not be fair to count these in the camp equipment, as they would be carried on an ordinary cycling tour): 'Aertex' cellular shirt, half a dozen handkerchiefs (these can be bought, so no more should be taken), an extra pair cycling hose, razor, and shaving brush and tooth brush, cape, and leg coverings.

"We use a rubber collar, so there is no necessity to carry a supply, and really no more extra clothing will be required.

"My own single kit, which I have just completed, proved a great success last week end. I left Liverpool about 3:10 p. m. on Saturday afternoon, rode to a farm beyond Grimsargh (40 miles), and then back again on Sunday evening, and never felt the weight at all. There were four of us, and

on packing up we all had our machines weighed. Result as follows:

	lbs.
Bicycle, complete with lamp, bell, mudguards, two-speed gear, free-wheel and brakes, total camping kit, shaving outfit, and personal belongings.....	43
Another friend (no speed gear).....	54
Another friend (three-speed gear).....	58
Another friend, with two carriers and two baskets (no speed gear).....	64

"I cooked chops, stewed fruit, etc., with my cooking apparatus, whilst my friends limited themselves to bacon, ham and eggs, with tinned stuff, so that it will be seen that weight of outfit does not necessarily mean additional comfort. If my readers will take the trouble to weigh their machines, complete for touring, I think they will be a little surprised. My old Humber machine, complete with back carrier, and no speed gear, weighed 45 pounds, or just 2 pounds more than the above with full camping outfit.

"Particulars of single kit are as follows:

	Total
	lb. oz. lb. oz.
Small "Gipsy" (original) tent, guy ropes and pegs (top not proofed)	1 13
Mackintosh ground sheet and worsted ground blanket.....	1 9
Two poles, 2 stretchers, and lawn case	0 14
15 alum. pegs (6 for ground sheet and 9 for tent)	0 6 4 10
Two pint alum. pan, frypan cover (complete 6 ozs.) and detachable handle, tea infuser, pad stove, and 2 dish cloths	1 0
About 8 oz. spirit tin (filled) sufficient for two days.....	0 10
Large alum. spoon, 2 small spoons, 2 knives and fork, can opener	0 8
Enameled plate, small alum. plate, enameled cup, small alum. butter tin	0 6 2 8
Shaving soap, razor, hair brush, alum. comb, candlebra, looking glass, wash basin and bucket	0 14
Jaeger sleeping bag	2 4
Towel and candlebra (alum.)..	0 6 3 8
Light wicker basket, straps and light mackintosh cover for sleeping bag, poles, etc. (carried on handlebar).....	1 4
2 oz. coffee, 2 oz. tea, Saxin tablets	0 6
Light bag to carry provisions (slung over shoulder)	0 6 2 0
	12 10

Total, 12 lbs. 10 ozs.

"The aluminum pan, with frypan cover, holds 2 pints, and weighs only 6 ozs. complete; cups should not exceed 2 ozs., plates 3 ozs., aluminum spoons and forks average

$\frac{1}{2}$ -ounce each. About a quarter or less of a stick of shaving soap will easily last a fortnight. Why, then, carry the whole stick? It is only by attention to small matters like this that a reduction in weight is obtained without sacrificing comfort.

"As regards food, Saxin tablets are very good in lieu of sugar, and 100 in a small bottle only weighs $1\frac{1}{2}$ ounces, and this is sufficient for 100 cups of tea. They can be carried in waistcoat pocket. The bread, meat, etc., should be bought in sufficiently small quantities to last just over breakfast next day, and should be only carried a short distance in a bag slung over the shoulder. The bag should be made of a light material,

to roll up when out of use. For the mid-day meal, ask at a passing cottage or farm for a jug of milk, eggs, and glasses, and proceed to make your own egg and milk. This, with Plasmon biscuits, forms a light, but at the same time, a nourishing meal. A heavy midday meal is disastrous if a fair distance has to be ridden.

"Of all the little improvements I have tried to effect, the method I have of dispensing with carriers gives me the greatest satisfaction. Asking a cycle camping friend to weigh his carriers and baskets, we were both greatly surprised to find they totalled $7\frac{3}{4}$ pounds, as follows: Service front, $2\frac{1}{2}$ lbs.; basket, $1\frac{3}{4}$ lbs.; Lucas back, 2 lbs.;

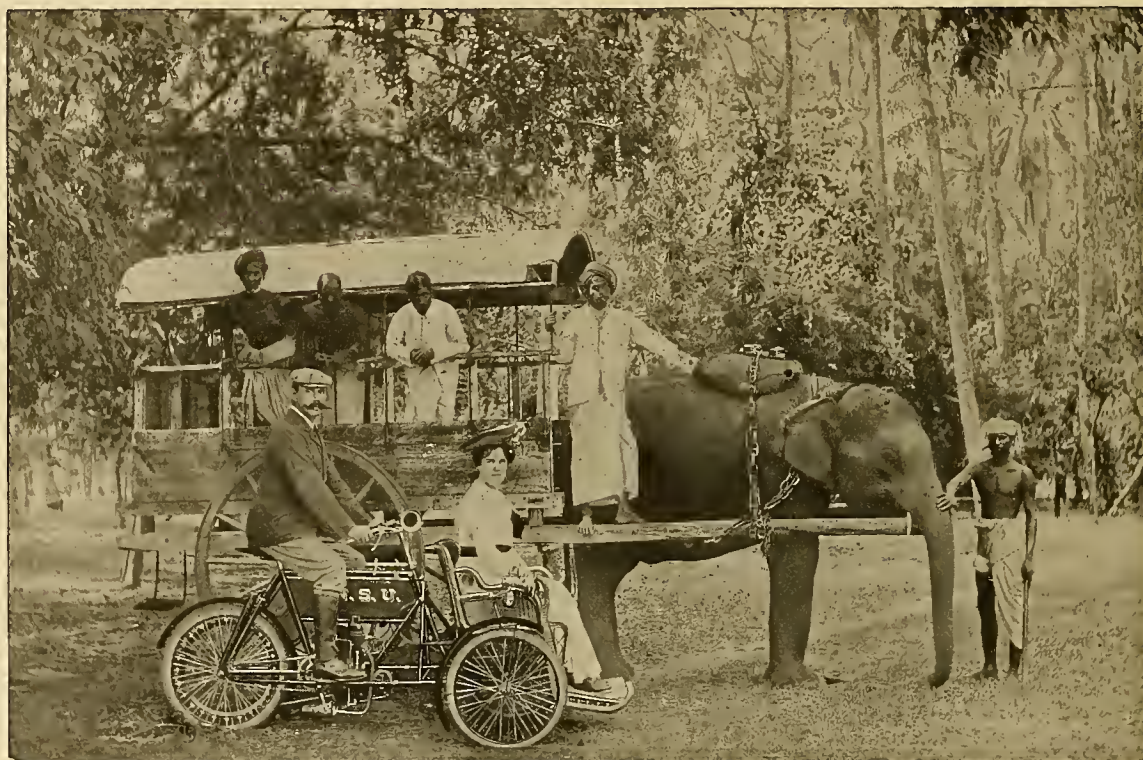
basket, $1\frac{1}{2}$ lbs. My carrying carrying baskets and straps weigh about $1\frac{1}{4}$ lb., thus saving over 6 lb. straight away.

"The method is as follows: A strap is looped round the back forks (over the mudguard crosspiece, which stops it slipping), then one end placed under the basket and brought round to the other side, hitching on the saddle pillar, which practically holds the weight. To distribute the weight the sleeping bag, stockings, etc., are rolled tightly around the poles, and a mackintosh cover, (made like a tube, with draw-to edges) is put round. A couple of small strips, one on each side of handlebar, holds them, effectually preventing any rattle.

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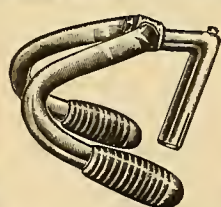
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LIII.

New York, U. S. A., Saturday, August 25, 1906.

No. 22

RECEIVER FOR STEEL BALL CO.

Involved in Chicago's Bank Failure—To Reorganize on Larger Scale.

One of the immediate results of the disastrous failure of the Milwaukee Avenue State Bank in Chicago, last week, so far as the bicycle trade is concerned, is the placing of the Steel Ball Co., of that city, in the hands of a receiver. Judge Berthea, sitting in the United States District Court, appointed W. F. Ziabel to take charge of the property of this capacity. According to the statement of the Bank Examiner who has been at work on the books ever since the bank closed, the indebtedness of the Steel Ball Company to the institution is in the neighborhood of \$180,000.

Notwithstanding this, the business will be continued without interruption and no delays will be experienced in complying with the delivery dates of the many contracts the company has in hand for its specialties. Plans for an immediate reorganization on a much larger scale are already under way and will be made public in the near future.

The Milwaukee Avenue State Bank's defaulting president, Stensland, who used the assets of the latter institution in such an unprecedented manner and whose whereabouts is still a matter of anxiety to police authorities all over the country, was a large shareholder in the company, having taken an active part in its financial affairs during the past two or three years. It is to straighten out the tangle attendant upon the bank crash that the appointment of a receiver has been found necessary.

Cycle Association Meeting Postponed.

The regular monthly meeting of the Cycle Manufacturers' Association, scheduled to be held at Toledo, Ohio, September 5th, has been postponed, owing to the fact that a large number of manufacturers will be ab-

sent on vacation. It has been decided to call the next meeting at the Toledo Club, Toledo, on September 19th, at which time, in all probability, arrangements will be made not to meet again until November.

Steel Plant Added to Pope Interests.

The Columbia Steel Co., whose factory is in Elyria, Ohio, has become a Connecticut corporation, as one of the Pope interests. The corporation will begin business with \$1,000 and the amount of authorized capital stock is \$300,000, divided into 3,000 shares at \$100 each. George Pope, W. C. Walker and George T. Morrow, all of whom are identified with the Pope Mfg. Co., are named as the incorporators.

Whitney to Celebrate Golden Wedding.

Amos Whitney, founder of the Pratt & Whitney Company and secretary and treasurer of the Whitney Mfg. Co., Hartford, Conn., who also is father of C. E. Whitney, president of that company, has sent out invitations for the celebration of the fiftieth anniversary of his marriage. The celebration will take place at his home in Hartford, on September 8th.

Rubber Companies Incorporate.

The Syracuse Rubber Co., and the Rochester Rubber Co., who deal somewhat extensively in bicycle tires, have become incorporated under New York laws as separate companies, each with \$25,000 capital. F. C. Howless, of Syracuse; E. R. Rice, of Buffalo, and C. W. Barnes, of New York City, are named in the papers, for both companies.

Widmayer Takes Yale-California.

F. B. Widmayer, the well known motorcycle dealer at 2312 Broadway, New York City, has added a belt-driven machine to his line. He has taken the agency for the Yale-California, made by the Consolidated Mfg. Co., of Toledo, Ohio, and already has disposed of several.

WOOSTER WILL RESUME

Receiver's Sale Brings Less Than Offer of Settlement and Latter Accepted.

William Wooster, the former Barclay street jobber and dealer, whose grandiloquent \$18,000 failure and subsequent bankruptcy proceedings have been common talk in the local trade for several weeks, will soon be able to return to his former haunt in the cellar of a large warehouse, and resume operations very much as heretofore. This is the conclusion reached after five weeks of effort on the part of his several creditors, who have at length practically settled upon accepting a reimbursement of thirty cents on the dollar after having had a receiver's sale which brought a smaller amount, set aside by the court. While this has been going on, the recalcitrant Wooster has been away on a mysterious summer vacation, quite beyond the reach of all his friends, so they allege, and presumably knows nothing of what has been done toward settling his affairs. During this period also, the wind has uniformly been slightly east of north, bearing a taint of Cortlandt street influence which has in a measure governed the drift of the tide of affairs.

The creditor's sale, which was advertised to take place on Wednesday last, passed off smoothly, the stock in trade of the bankrupt being disposed of in parcels to a number of dealers, most of them retailers in and around New York. The total proceeds amounted to upwards of \$5,000. Kahan, Wooster's lawyer, who has manifested an astonishing lack of acquaintance with his client, and who had threatened to enjoin its progress, kept in the background, and for a time, it looked as though a final settlement were at hand. It lay in the power of the court, however, to set aside the sale, should the creditors secure some other arrangement by which they could realize a

larger percentage. And it was through this loophole that the friendly creditors who had interested themselves in his cause, succeeded in retaining for Wooster, the entire business.

To this end, then, a petition was put into circulation among the creditors, ostensibly by John Wooster, the father of the bankrupt, and more or less useful appendage of the Wooster financial system, in which it was proposed to allow the bankrupt to resume business on a 30 per cent. basis, 15 per cent. in cash and 15 per cent. in notes of one, two and three months' time, to be endorsed by the Manhattan Storage Company, which figures in the original petition as a \$1,500 creditor. This scheme was heartily endorsed by Adolph Morris, a member of the firm which stands ready to back the bankrupt. Indeed, so great was his interest in the fate of the petition, that it is said he personally interviewed a large number of the creditors by telephone, apprising them of the intended visit of Wooster, senior, who really seems to have been fulfilling the role of educated office boy in the matter, telling them how good it really was. Success rewarded the result of his canvas.

Yesterday, Friday, the greater majority of the creditors having signed the petition, it was presented to the court, and after a brief argument was acceded to, the sale accordingly being set aside in its favor. A deposit of \$2,500 was put up to guard the interests of the creditors pending the wind-up, and this sum was generously donated from some source unknown, but rumored to be none other than the so-called storage concern which has been playing high comedy in the cast from the very beginning. As matters now stand, the complete unraveling of the tangle merely awaits the signing up of the few remaining creditors who are said to be out of town at present and therefore unavailable. There seems to be no doubt as to their acquiescence, however, and hence it is likely that the settlement will take place within a few days.

Combination Motorcycle Tour.

William Waking, president of the Richmond (Ind.) Bicycle Dealers' Association, and William Clark, will shortly leave that city on a combined business and pleasure trip on Indian motorcycles. Their tour will include Fort Wayne, Ind.; Toledo, Cleveland, Buffalo, Kingston, Montreal, Springfield, Mass.; Hartford, New York City, Reading, Pa.; Washington, D. C., from which latter part they will turn their handle bars homeward.

Business Never Better.

"Never in my experience in the bicycle and accessory business has the number of sales been as large during July and August as in the present year," was the remark of D. P. Harris, who represents some of the leading manufacturers of bicycles and accessories in New York City. "In fact," he

continued, "there has been no dull season and present shipments, as well as future orders, are far in excess of anticipations. Although I made preparations for a largely increased business this week, for instance, I have already shipped three carloads of bicycles, and there is no doubt that the month of August will prove a record-breaker in the bicycle industry.

"The same condition prevails, I find, with the manufacturers and if, as The Bicycling World stated last week, those handling standard lines do not take advantage of the existing prosperity at the present time and show profitable results they might as well retire."

Reads the Stars—Catches the Thief.

August Newman, a Brooklyn cyclist, always has believed more or less in the power of occult science but last week his faith was considerably strengthened when a fortune teller, so Newman thinks, enabled him to recover a stolen bicycle. Newman was calling on a friend when somebody walked or rode away with his machine. He consulted an astrologer, who after gazing at the stars and invoking the aid of the God of Mysticism, told Newman to look sharply at every seventh wheel that passed him. Newman counted six wheels when his eyes fell upon one that looked rather familiar and he hailed the rider, one Michael Marchetta, who was placed under arrest and held in the Butler street court on the usual charge.

Another Cause of Poor Compression.

"It sometimes happens that through the loss of metal due to repeated grindings, one or more of the exhaust valves of a motor settle down so low that the fillet of the stem where it joins the head interferes with the guide, and prevents full closure. The final result of this is that a neat little shoulder is turned up about the stem at that point, and a somewhat confusing loss of compression follows. The remedy is, of course, to take off the shoulder with a file, making sure that the head reaches the seat without friction of the stem and guide, and afterward to test the clearance between the end of the stem and the cam lift, to make sure that there is no interference at this point also.

Silver Chain Came in Handy.

It is related of a motorist who was stalled by a lack of proper ignition which he ultimately traced to the loss of one of the platinum points from a trembler blade, that he made good the deficiency by cutting a link out of his watch chain, and riveting it in place. All of which is very well, except that so few motorists carry silver watch chains, that the incident is of little value as a hint to others in a similar predicament. However, it is seldom that the motorcyclist is lacking in some of the smaller pieces of the coin of the realm and with proper aid a dime may be readily utilized.

No Need to Worry About it Now.

Electricity has ever been one of the most elusive and mystifying subjects for the layman, and when found in the concrete form represented by the batteries and wiring of the motorcycle it is likewise for the rider of the latter. With this difference, however, that the motorcyclist does not have to worry himself over the abstruse subject of its nature, origin and generation by natural forces. Science has supplied it for him in a convenient chemical form and he is chiefly interested in knowing when it is at hand and how to confine it to useful work instead of permitting it to escape and go to waste, much as wine runs out the neck of a fallen bottle when the cork is loosely inserted. Nor does the puzzling question of whether the so-called current, for want of a better name, runs on the wire, through it or along it; he is satisfied that if the wires are properly connected the desired result is attained. Somehow or other the "juice" reaches the spot for which it is intended and further than that he is not particularly interested.

A Reprehensible Practice.

A rather unusual complaint has been heard from factories recently, to the effect that manufacturers' agents, calling to see the buyer and finding him out, or engaged for the time being, occasionally stroll through the shops interviewing the men, and attempting to sell direct to them. It is, of course, an unwritten law that all shops are closed except to visitors admitted through the office, and that for such to attempt to advance their own cause while under the obligation of the management's hospitality, is a breach of courtesy well-nigh unpardonable.

Thirteen Did Not Worry the "Idol."

Although he carried the supposedly unlucky number "13" on his back, J. Nash McCrea, otherwise known as the "Idol of Springfield, Ill.," won the quarter-mile bicycle race which formed a feature of the athletic meet at Beadstown, on Wednesday of this week, 22nd inst. Without apparent effort McCrea was first across the tape by twenty yards, Guy Horton, of Astoria, finishing second, and Clyde Cobb, of Vermont, third. McCrea has not been headed in a bicycle race in this vicinity this season.

For a Motorcycle Vigilance Committee.

So numerous have been the depredations of a gang of burglars which has been working about Nassau County, Long Island, traveling to and from "jobs" in a speedy motor car, that a petition has been circulated among the summer cottagers to raise funds for the organization of a sort of "home guard of special police, which is to be mounted on motor bicycles. Indeed, from all indications, it would appear that this same gang of "motor thieves" will ultimately bring about the constant patrolling of all the principal roads in that part of the island.

MAKES DUPLICATION EASY

New Method of Piston Manufacturing to do Away with Casing.

A novel method of piston construction for internal combustion motors has been suggested by Louis Renault, of the French house which bears his name, which intends at once the simplification of construction in large quantities, and the assurance of uniform formation as to thickness of body and weight of material throughout. The principle, which is that of sectional formation, is illustrated in the accompanying figure drawn from the patent specifications.

As will be seen, the main body portion of the piston is cast or drop forged without the head, but including the bosses, 1 and 2, which support the wrist pin. The head, 3, which would be formed separately of the same material, would be either shrunk into place, or screwed and secured in some approved manner, the method shown in the

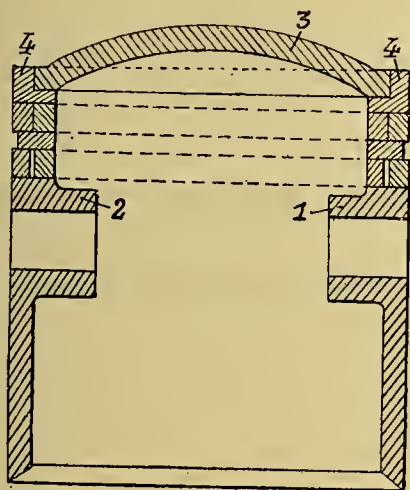


illustration being slightly different in this respect, in that a series of rings, 4, are employed to form the upper portion of the piston, and the slots for the packing rings. The manner in which the fastening of the parts would be done in this case, is not shown.

A piston thus constructed could be case-hardened if necessary, the use of mild or soft steel determining the need of such treatment. The advantages claimed for the method are that the metal would be uniform in all points, both in thickness and quality; that the product would be light and strong, from the use of high-grade materials; that the parts could be made at slight expense; and that absolute uniformity and interchangeability would result. Piston design, is a feature of motor car construction of which but little is heard, comparatively speaking, partly because of the general conformity of practice in construction and use, and partly because for some time nothing in the way of striking novelty has been introduced. Nevertheless, since the casting

process is one which for many reasons it is well to avoid where possible without loss to the value of the structure, notably where the substitution of drop forging process may be made for it, this idea may well be looked upon as an item in the possible perfection of the gasoline motor without any material addition in its cost.

See that Contacts are Clean.

Sometimes an otherwise inexplicable falling off in the power of the motor may be traceable to the points in the contact breaker which in their worn or battered and pitted condition are not making a good connection during the sparking period. Or, it may be that the motor has developed a tendency to throw out oil upon the points, which in consequence have become more or less fouled. To thoroughly clean and refit the contact device, whatever it may be, requires but a slight outlay of time, and is extremely simple. Yet it is astonishing to note how many otherwise sagacious riders neglect to keep watch of this very important locality.

Keep the Fire Burning.

Enthusiasm is the fire that makes the human engine go, says an exchange. It is what generates the steam. Without steam an engine is dead. So when a salesman is out of sorts; thinks the weather too hot, too cold, or the days too rainy; imagines that because he sold three men last week he shouldn't be called upon to work this week—such a man needs to put the fire of enthusiasm under his boilers, for he is dangerously near the chill of failure. When the fire isn't kept up you know what happens—steam gets low in the gauge—the engine slows down and soon the machinery stops. Enthusiasm is the fire that keeps the salesman moving onward to success.

Adulterated Carbide of Calcium.

One of the most important questions agitating the acetylene industry at the present time is that of imposing certain restrictions upon the maximum quantity of decomposable phosphorous compounds present in carbide of standard quality. During the past spring the British Acetylene Association has been contemplating the introduction of a rule limiting the proportion of such compounds, calculated as phosphine, occurring in the crude acetylene generated from merchantable carbide to 0.04 per cent. by volume.

For the Mathematically Inclined.

A cyclist and a motorcyclist start at the same time from two places thirty miles apart; the motorcycle travels twice as fast as the bicycle. After meeting and resting, each starts back, traveling one mile per hour faster than on the outward journey; the bicyclist reaches home five minutes earlier than the motorcyclist does. Find the speed of each on the trip out and at what point they meet each other.

FOR EASY IDENTIFICATION

Modified Form of Passport Adopted by German Postal Authorities.

A new method of identification recently adopted by the German postal authorities, will doubtless prove of great value to tourists, especially, as though primarily designed for use in the postal department alone, it will doubtless stand good in hotels and banking houses.

It consists of a card or folder upon which is printed its number, the date of its expiration at the end of a year, the name, profession, and residence of its owner, the date of its issue, and the seal of the postoffice issuing it. Within the fold is pasted a small unmounted photograph of the owner. A small cancellation stamp is pasted partly upon the photograph and partly upon the page. Opposite is a description of the applicant, his general appearance, color of hair and eyes. His birthplace and age are also given, and he is required to sign the card. The last page of the little folder describes the uses to which the card is to be put and the means of obtaining it. The fee is 50 pfennigs (12 cents). The card is to be used in obtaining mail where the owner is not known, and in case he changes his appearance so that he no longer conforms to the description a new card must be issued after the proper identification of the applicant.

This is the most recent outgrowth of that all pervading system of espionage that characterizes life in continental Europe and which is so far reaching that the movements of almost every individual within the borders of a country are followed closely. Immediately upon entering a town, if he be a native of the country, he must report at police headquarters and render a complete account of himself. His pedigree, the last place of his sojourn, his calling and why and wherefore he comes to the place to pursue are all matters of record—in short, he is subjected to a cross-examination such as no one short of the witness in a criminal trial would endure in this country. And after he has given all this information he is followed by an agent of the secret service who sees whether his actions verify his story or not. In the case of foreigners this is not carried out to the same extreme and the chief difficulty is crossing frontiers for which one must carry an impressive looking document such as that described for the tourist.

To test the high tension ignition wires for leakage, says one who evidently spends much energy in the production of gratuitous advice, damp your hand and run it slowly along it from the coil to within an inch or so of the plug while the engine is running. This is a good one to try when things are not too damp to make it painful and no one is looking.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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NEW YORK, AUGUST 25, 1906.

The Peril of the Light Motorcycle.

From a great many points of view it was a fortunate thing that the craze for light bicycles passed without doing more injury to the trade. There came a time, before the laws of design had been fined down to their present limits, when it seemed to the average rider that the lightest machine must of necessity be the best machine his money could buy, and answering to his demand, the average maker started in to produce the lightest machine he could build.

With the motor bicycle, this stage has not as yet been reached, but it is bound to come. There are at present two distinct schools of riders, those who cry for a lighter machine, and incline with their British cousins toward the "motor assisted" machine and those who cry for more power. Sooner or later, these latter will change their tune, and call for a better ratio of weight to power which accomplishes the same thing, at the same time giving a machine less bulk to lug up the back steps, and more attractive in many other ways. When the time comes for this, the "motor assisted" men will likely join in, being somewhat tired of pedalling most of the time ex-

cept when running down hill, yet not ready to take a full grown motor bicycle under their saddle parts.

This will be a combination hard to disappoint. Yet the maker of the motor bicycle, deals with a proposition far more treacherous than that which confronted the bicycle maker when he began to cut down weight. A limit to the reduction of the bicycle was determined after it had been overpassed in many sorrowful cases. It is greatly to be hoped that the motorcycle makers will not have such an experience, yet they will be sorely tempted to overreach themselves unless the public stands fast in its demand for only such machines as are really stable and enduring.

The Power of the Clubs.

It has been said more than once that the keynote of bicycling enthusiasm lies not so much in its inherent appeal to the individual rider, as in the formation and proper encouragement of organizations banded together to forward the interests of the sport. And the truth of the assertion has been borne out in practice many, many times. For, with rare exceptions, the gregarious instincts of mankind serve to herd the masses like so many sheep, driving them this way and that in the stampede of the so-called fads. This worked up to an almost hysterical pitch, wrought the disastrous boom of a few years ago from which the industry has never fully recovered. Surging the other way, it later brought about a decline which was in the natural course of events. After that, but for the sturdy few who would ride if they alone out of all the world rode, and for the members of the clubs which still retained their vigor, pleasure cycling came perilously near a standstill.

The upward trend of the later years, however, indicates two things, first of all, the enlistment of sundry riders who were too young to take an active interest in the sport in the heyday of its fatal popularity, and the re-enlistment of the older hands, whose interest has become dormant through lack of nurture, rather than for any more valid reason. The bicycle was little talked of, little ridden except for business, at least, as compared to the riding of that other period, and so, they fell into the ruck, and allowed their bicycles to rust and their bones to stiffen. But show them the way again, set up a standard and call them to it, and they flock out as readily

and eagerly as of yore, roused and enthused beyond power of belief considering their long rest, and learned with the ferment of the younger spirits among them. And they ride forth into the world outside again, like men who have slept, and waking, marvel that their rest has been so long.

And it is to the clubs that the awakening must be looked for. In them rests the ability to gather the dispelled forces of riders old and new. In them is the strength and power of organized effort, the nucleus of originality and enthusiasm which cannot come to one or two, but only to many acting together and in accord. That a complete revolution and revivification, not alone among the members of a club, but through an entire community may come, simply by the enthusiastic pushing of a club of simple, whole-hearted aims, has been proved more than once in the course of cycling history. In this, much is ascribed to publicity, the kind of publicity that grapples with the daily press and bends it to its own ends.

But publicity is not all. Cycling is not all. One or two or three stirring energetic men are not all that is required to break open the coals and fan into flame the dulled fire. It is partly in a combination of these forces, that the end is to be accomplished, but more, in the establishment of a nucleus, something to work for and toward. Given a cause and watchword, and mountains may be moved. Without them, the results of even the greatest personal effort must be merely sporadic. For cycling for its own sweet sake, is a thing of the past, startling though the truth may seem, but cycling as a means to an end, is the most nearly inspired method of injecting into the heart of man that peace and strength which nature alone can give of all the products of the ages. And cycling as a means to an end still continues to unfold uncounted realms of possibility.

Cure the Small Ills.

There is one thing in which none of man's handiwork, regardless of how perfect it may be in every other way, can ever equal the human body and that is in its ability to heal itself. The bicycle is as close an approach to perfection in its way as human ingenuity has ever achieved in any field of endeavor, but it will not keep itself above ground without attention. Once its wheel is injured and becomes slightly out of true, no matter how long it exists thereafter, the ailment will never remedy itself; it will get

worse. The same thing applies to a leaky valve, a chain out of alignment, spokes loose and the like—all small things in themselves, but they pile up on one another until there is such a complication of diseases that the machine becomes a chronic cripple. They are like the every-day afflictions of the majority of mankind—prompt attention of the proper kind will save either of them from a premature demise.

CORRESPONDENCE

More Protests Against Muffler Cut-outs.

Editor of The Bicycling World:

Your editorial and Mr. Sherman's letter in the Bicycling World of August 11th on the subject of the "Open Muffler on Motorcycles" was read with considerable pleasure as I am heartily in accord with Mr. Sherman's ideas, that is, for manufacturers not to furnish a muffler cut-out with their motorcycles, or at least on those machines shipped to large cities like New York. On upper Broadway or on the Boulevard it is the greatest nuisance I know of, especially on Saturdays or Sundays, 90 per cent. of the riders running with mufflers cut out all the time, scaring horses and making a racket that can be heard three or four blocks away.

This evil is doing more harm to the motorcycle game than anything I can conceive. I have heard dozens of persons say they would "like to ride a motorcycle, but they make too much noise," etc. The muffler cut-out is all right in its place, but not on the crowded streets of the city or on level roads. I think a properly framed ordinance could be passed to stop the nuisance in this city, if the F. A. M. will take up the matter. I have talked to all my customers, but to no avail. Most of them say, "I like to hear the noise," or "I need no alarm when I have the muffler cut-out as it clears the road," etc.

Yours for the anti-muffler cut-out,
FRANK B. WIDMAYER, New York City.

Editor of The Bicycling World:

I have read with considerable interest the letter of Mr. G. W. Sherman in your issue of August 11th, on the subject of the open muffler, and note his request that manufacturers, dealers and riders of motorcycles express their views on the subject.

As a rider of a motorcycle for the last three years I would say, that while I am heartily in sympathy with the proposition to subdue the open muffler, and only wish with the Editor of this paper that a law could be enacted covering Greater New York, that would compel riders of motorcycles to keep mufflers closed in the city limits, except on steep hills, I put in this last clause because while it is a fact that a machine with a good motor (provided with a cut-out) can climb most any hill that is

not too steep without opening the muffler. It is also true that opening the muffler does aid the machine very materially.

I would also say in this connection that while Mr. Sherman may be correct in his assertion that a good motorcycle requires no muffler cut-out, he is evidently referring to the use of the single-seated vehicle. With a motorcycle equipped with either a tandem attachment or a tri-car (and I use mine with both, sometimes with one and sometimes with the other), I think that Mr. Sherman will agree with me that in either case the use of the cut-out becomes a different proposition.

I have only just returned from a trip in the country using my machine with the tandem attachment, a friend riding with me on the rear seat, and I will say that I found it necessary to open the cut-out on some of the hills that we had to contend with.

In the case of the tri-car, I would say that I have been compelled to use the cut-out not only for hill-climbing, because of the additional load of the car and its passenger, but also to cool the engine, which became very hot so that it was almost unbearable to ride over it, this, as you know, is occasioned because the tri-car shuts off to a great extent the air to cool the engine.

In cases of this kind if the manufacturer of that make of motorcycle using the tri-car in front should do away with his muffler cut-out he might as well give up making tri-cars unless the horsepower of the motor is increased.

All of this, however, does not go to show that I am in at all in favor of the open muffler or doing away with the cut-out, as I am and always will be dead against it when not necessary.

F. H. CHASE, New York.

Editor of The Bicycling World:

In reply to Mr. Sherman's letter, I think that if the manufacturer abolished the muffler cut-out, the agents or other mechanics would put them on motorcycles. I know of many instances where a machine would not run more than ten miles an hour because of a choked muffler. Is there any other way to tell when an engine is missing than by a muffler cut-out? However, I think the Federation of American Motorcyclists should forbid its members to use a cut-out unless necessary and this will aid in the promotion of good laws regarding motorcycles.

C. B. LANSING, Colorado Springs, Col.

Motorcycle Part of the Variety.

A five-mile motorcycle race shared honors with an automobile, a mule, a wheelbarrow, a horse and a fat man's race, along with a variegated assortment of other athletic events at the annual outing of the House of Delegates of Missouri, at the St. Louis fair grounds track, on Saturday last, 18th inst. The track was in wretched condition, which accounts for the poor time

FIXTURES

Aug. 26—Century Road Club of America's fifteen-mile handicap road race; open.

Sept. 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Dongan Hills, S. I., N. Y.—Five-mile motorcycle race; open.

September 3—Boston, Mass.—Track meet at Revere Beach.

September 3—Newark, N. J.—Track meet at Vailsburg.

Sept. 3—Denver, Col.—Denver Motorcycle Club's twenty-five mile motorcycle road race; open.

Sept. 3—Wheeling, W. Va.—Bicycle and motorcycle race meet at State fair grounds.

September 8—Dongan Hills, S. I., N. Y.—Ten-mile motorcycle race; open.

September 9—Brooklyn, N. Y.—Century Road Club Association's annual record century run; open.

Sept. 9—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Sept. 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 22—Providence, R. I.—Providence Motorcycle Club's race meet; open.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's Inter-State cycling Derby for twenty-five mile road championship Eastern States; open.

made. John Hurck (Indian) had an easy victory, winning out over Ralph Wilson and Frank Maynard, who finished in this order. The time was 8:05.

Peters Makes New Five-mile Mark.

John Peters, of Brookdale, riding from scratch, won the five-mile handicap road race at Bloomfield, N. J., last Saturday afternoon, over the Broad street course. Peters's time for the distance was announced as 9 minutes 30 seconds, which, if correct, is a record for five miles. It is hardly possible, however. Roy Rock finished second, John Holmes third, Grover Cleveland Hurley fourth, and Frank Svenson fifth.

Muskegon to Have Motorcycle Meet.

Six races will be run at the Labor Day meet of the Muskegon (Mich.) Motorcycle Club at Mona Lake, according to the program announced this week. The races carded are as follows: Five-mile open; one mile championship, free-for-all; five-mile handicap; two-mile handicap for Michigan riders; two-mile speed judgment, and a five-mile championship for the Western division of the Federation of American Motorcyclists.

BEST EVER AT VAILSBURG.

Crack Card Keeps Interest at Fever Heat and Spills Add to Excitement.

With six sprint races and two motorpaced exhibitions the meets at the Vailsburg board track, last Sunday, 19th inst., could hardly be classed as dull, and from the first heat of the novice until the finish of the unlimited amateur pursuit there was not a tiresome moment. Although the meet began earlier than usual it was nearly dark before the long program was concluded. One rider broke his collar-bone in a sensational spill, a veritable black horse won one event in a sensational manner, and the youngest and smallest rider on the track entered the "pro" ranks. This, in addition to the fact that "Dare Devil" Bob Hunter, aptly named, rode three laps at a 1:50 gait on a motorcycle with a flat rear tire at the imminent risk of breaking his own and the man behind's neck, added to the excitement.

It was certainly John Bedell's afternoon in the professional events. Bedell won the ten-mile handicap and, contrary to expectations, made the best time in the record trials. In the quarter-mile time trials the riders were started from the back stretch to give them a flying start and Joseph T. Halligan was the first rider to take a whack at Iver Lawson's record of 23 $\frac{3}{4}$ seconds, made July 4th, this year. Halligan covered the lap in 0:29. Ben Hill was the next would-be record holder and his time was clocked at two-fifths seconds more than his club mate's. Marcel Dupuis, the Frenchman, covered the distance in the same time it took Halligan, while "Big Bill" Canfield required 30 seconds to go around once. Next came H. B. Appleton who was timed at 28 $\frac{1}{4}$, followed by George Glasson in 28 $\frac{3}{4}$. Charles Schlee was next and the timers got him at 28 seconds. Then John Bedell was given the word to start. He did not appear to be moving fast, riding with a 112 gear, but the even sprint brought him over the tape in 26 $\frac{3}{4}$ seconds. Edward Rupprecht and Alfred Ashurst tied with 27 $\frac{1}{4}$ and "Herr" Floyd Krebs took 27 seconds to cover the lap.

Bedell won the five mile handicap, with lap prizes, by three quarters of a length from Krebs. Little Johnny Peters, of the Roy Wheelmen, made his debut as a cash chaser and was given the limit alongside Davenport. Peters went off like a cannon ball and beat Davenport to the tape, winning his first five dollars. Davenport led for the next three laps, when Dupuis came up for a dollar. Al Judge got the next lap and Davenport the seventh, Dupuis leading at two miles. Judge made a bid for the next dollar and got it, Davenport taking the following when the longmarkers were caught by the honor and near-honor men. Dupuis got another lap before King took a

flier and headed the string for four laps. Halligan had cut down King's lead at the fourth mile and got that simoleon. Schlee got the next. Shortly before the 18th lap Al Judge took it into his head to lose the bunch and he accordingly jumped from the lower bank. He had gained a good lead by the time he got to the tape side and on the bell lap was leading the bunch by 50 yards. It looked that there was going to be a repetition of the Halligan coup of the previous Sunday and the people rose to their feet and cheered on the fast tiring Judge, but Ashurst came to the rescue of the back markers. He worked so hard pulling them up to Judge that he only got third. Judge was nailed a few yards from the tape and the others swept by him like a cavalcade, Bedell getting first, Krebs second, Ashurst third, Rupprecht fourth and Dupuis fifth. Time, 11:42.

The one mile motor paced exhibitions by Ashurst and King were interesting to the spectators merely because of the danger attached thereto, for no fast time was made. King was the first to make the trial and held onto Hunter's pacing machine very good considering the motor was minus a roller. Soon after the first lap the rear tire of the pacing machine went down, but this did not phase Hunter or King in the least and they finished the mile. The time was 1:55 $\frac{1}{4}$. Ashurst made slightly better time in his exhibition, riding the four laps in 1:50.

The two-mile handicap was run in two heats. On the bell lap of the first, just as the riders were rounding the last turn, Dave Mackay and Jacob Magin came together, bringing George Cameron, of the New York A. C. down with them. Cameron and Magin escaped with cuts and bruises, but Mackay was not so fortunate. He was carried to the training quarters, where the track surgeon discovered a broken collar bone. Mackay will not ride again this season. In the second heat Mock made a great bid, but was tagged at the tape by Sherwood. On account of the spill in the previous heat Sherwood, of the New York A. C., was the only rider on scratch, the next to him being Urban McDonald, at 15 yards. J. Brennan and Louis Geyger led nearly all the way and were a good ways ahead when the bell rang. All the low markers took their share of the donkey work but Spain, the Bloomfield negro. This is one of Spain's dark characteristics. Brennan led by a few yards as the riders rounded into the straight. About 20 yards from the line Brennan swerved slightly from the pole and Sherwood tried to go through, but Brennan wobbled down again, with Spain coming up fast on the outside. Sherwood attempted to get back in position and outjump Spain but the negro reached the tape a few inches ahead. It was Sherwood's fault that he got beat, but Spain did not deserve the victory. Brennan finished third and Mock got fourth.

McDonald, Zanes, Ferrari, Cameron, Mac-

kay, Magin, Mock, Wally Smith, Tommy Smith, Sherwood, Spain and Brennan qualified in the trial heats of the half-mile open. McDonald led at the bell. On the first turn Mock, the veteran road rider, took a flier off the bank, circled the bunch, took the lead and was never headed. Mock won out by a length and a blanket finish resulted between Sherwood, McDonald and Mackay, they crossing the tape in this position. The last quarter was ridden in 29 $\frac{3}{4}$ seconds.

Mock's great victory made him a prime favorite in the unlimited pursuit between eight amateurs, especially when he put out Spain, the negro, a few seconds after the gun sent them on the grind. Cameron put McDonald out at 3 $\frac{1}{2}$ laps and Magin tagged Mock in the fourth lap. Jacobs was eliminated by Cameron on the eighth time around. This gave the New York A. C. man a good lead at the second mile and he still led at three miles. Magin tagged Wally Smith in the fourteenth lap and Tommy Smith five laps later. This left Magin and Cameron in the race and Cameron made a good sprint at five miles and overhauled the National Turn Verein rider at the 110-yard mark. The time was 11:56, which is very good. The summaries:

Half-mile novice—Final heat won by Joseph Novak, Newark; second, R. Sheridan, East Orange; third, Emil Koster, Edgecombe Wheelmen. Time, 1:17.

Half-mile open, amateur—Final heat won by Charles Mock, C. R. C. of A.; second, Charles Sherwood, New York A. C.; third, Urban McDonald, Tiger Wheelmen; fourth, Dave Mackay, Newark. Time, 1:08 $\frac{3}{4}$.

Two-mile handicap, amateur—Final heat won by A. C. Spain, Bloomfield (110 yards); second, Charles Sherwood, N. Y. A. C. (scratch); third, J. Brennan, Newark (230 yards); fourth, Charles Mock, C. R. C. of A. (60 yards). Time, 4:33 $\frac{3}{4}$.

Unlimited pursuit, amateur—Won by George Cameron, New York A. C.; second, Jacob Magin, National Turn Verein Wheelmen; fourth, Wally Smith, National Turn Verein Wheelmen. Distance, 5 miles 110 yards. Time, 11:56.

Quarter-mile record trials, professional—Won by John Bedell, 0:26 $\frac{3}{4}$; second, Floyd Krebs, 0:27; third, Alfred Ashurst and Edward Rupprecht tied, 0:27 $\frac{1}{4}$.

Five-mile handicap, professional—Won by John Bedell (60 yards); second, Floyd Krebs (scratch); third, Alfred Ashurst (20 yards); fourth, Marcel Dupuis, Roy Wheelmen (320 yards). Time, 11:42.

One-mile motorpaced exhibition—Alfred Ashurst. Time, 1:50.

One-mile motorpaced exhibition—John King. Time, 1:55 $\frac{1}{4}$.

The Denver (Col.) Motorcycle Club has a twenty-five mile motorcycle road race on the tapis for Labor Day afternoon. The riders will go twelve and a half miles out on the old Rambler course along Sand creek and return. Fifteen entries have already been received.

NEARLY 40 MILES AN HOUR.

Ex-Amateur Makes Fine Showing at Revere
—Trounces Bedell and Stinson.

Elmer J. Collins, the young Lynn, Mass., amateur who was turned professional at the beginning of the year and who has lately been coming rapidly to the front at following the motors, added to his laurels last Saturday night, 18th inst., at the Revere Beach saucer, by riding William Stinson and Menus Bedell off their feet and covering nearly 40 miles in the first hour race held in America this season. During the allotted 60 minutes Collins covered 39 miles 1 lap. This is a remarkable record for a youngster who never before rode more than 25 miles in a race during his brief career.

The young Lynn rider was steady throughout the race and used rare judgment that would have been a credit to an older and more experienced pace follower. Stinson, the second man, rode a game race, and at the finish was only a quarter of a mile behind. Bedell was a trifle of a disappointment, for while he showed to advantage during the first twenty-five miles, after that he seemed to weaken and gradually went to the bad.

A standing start ruled in the hour race, Collins being on the pole, Stinson second and Bedell on the outside. Collins was paced by Saunders, Stinson by Turville and Bedell by Ruden. Collins made a remarkably quick start and was the first to tack on behind his pace. By the time Stinson and Bedell had caught pace Collins was 40 yards ahead of the former and 70 yards in front of Bedell. At the end of the first mile Collins was riding strong, 30 yards ahead of Stinson and half a lap in front of the Newarker. Time and again Stinson and Bedell tried to pass the young ex-amateur, but each time Collins had plenty of reserve power and managed to keep his motor always in front.

On the tenth mile Stinson began to show signs of the pace and was seen to waver in his saddle. Then it was that Bedell began the attack and crowding on all power his pacemaker took him flying past the lanky Cambridge man. Collins then tried to overhaul Stinson, while Bedell, continuing in his mad burst of speed, attempted to go by Collins. Stinson soon pulled himself together and Bedell prepared to go in front of Collins in the fourteenth mile when one of the braces on his pacing machine loosened and he was compelled to let go. Before the break was repaired Bedell had lost nine laps.

While this was going on Stinson was leading Collins a long stern chase. Several times the Lynn rider attempted to pass Stinson for a gain of a lap, but each time the Cambridge man crowded on more speed and staved off what looked like the inevitable. Bedell then came on and was doing

good work, the trio being bunched in the twenty-fifth mile. Bedell's effort was only a flash in the pan for he soon lost his pace and gave Stinson a chance to regain half of the lap he had lost to Collins. The latter went after Stinson, but in some strange manner Bedell managed to get sandwiched in between and made life miserable for Collins for a few miles. Collins tried many times to pass Bedell and so get on the track of Stinson, but the Newarker would force him back. Realizing that victory probably depended on how hard he hammered away at Bedell, Collins began the fight of his life, and on the thirty-sixth mile stopped the Newarker for all time, by making him lose his pace for good. Stinson was then within ten yards of Collins and only four minutes was left in the hour. Stinson caught Collins and then began one of the hardest finishes that has ever been witnessed on the old saucer. At the gun for the last minute, the pair were racing side by side, Collins having the advantage of the pole. Youth and endurance told, for hour gun Stinson dropped his pace and hour gun, Stinson dropped his pace and hung his head, a beaten man. While Collins was the hero of the hour and was accorded a mighty ovation, Stinson also was cheered for the great finish he made.

A score of amateurs started in the ten-mile open with intermediate mile prizes. The pace was so fast that the field was cut to four men when the gong sounded the last lap. Connors unwound quickly and opened up a gap of 50 yards, winning out easily. McLaren was second and Gueth third. Time, 26:17. Thomas Connolly punctured early in the race, but changed wheels and continued, although he was lapped. The rules call for the dropping out at the ninth mile of all who have been lapped, but Connolly simply would not be shooed off. Despite the calls of the referee he stayed on the track and paced the other men with the expectation of sharing in the prize. He was warned three times and then suspended indefinitely for reprehensible conduct. The mile prizes were won by Gueth and McLaren, who got two, the others going to Connolly, McPartlin, Bedell, Connors and Helander. The summaries:

One hour paced, professional—Won by Elmer J. Collins, Lynn, Mass.; second, William Stinson, Cambridge, Mass.; third, Menus Bedell, Newark, N. J. Distance, 39½ miles.

Ten mile open, amateur—Won by Connors; second, McLaren; third, Gueth. Time, 26:17. Mile prize winners—Gueth (2), McLaren (2), Connors, Helander, Connolly and McPartlin (1) each.

Earl Sits Down and Walks Now.

"Earl Patrick, who works for Tobe Holiday, is a proud possessor of a bicycle," relates the Louisiana (Mo.) Times. "Earl gets tired of standing up walking, so he'll sit down and walk now."

Nerent Again on Top.

By winning the five-mile handicap road race of the championship series now being held by the Century Road Club Association, Charles Nerent regained his lead on the point ladder. The five-mile handicap held last Sunday was the third race of the series, and there still remains to be run a ten-mile handicap. In last Sunday's event Nerent started from scratch and covered the distance in 12:42, which is very fast. J. Cavanaugh, with 1:30 handicap, finished second. Nerent now leads in the championship with 10 points, M. Walters being second with six, and J. Cavanaugh and William Coreno are tied with five each. The result of last Sunday's race is as follows:

1. Charles Nerentscratch	12:42
2. William Coreno1:30	14:12½
3. J. Cavanaugh1:30	14:15½
4. M. Walters1:00	13:49½

Cycling Derby to be Well Contested.

Judging from the interest that is being manifested in the coming Inter-State Cycling Derby, for the 25-mile road championship of the Eastern States, that is being promoted by the Roy Wheelmen, 133 West 26th street, New York City, and which will be run on Long Island, Sunday, September 30th, this event will be one of the most important of the year. Although the committee has but started on its work several entries have been sent in and nearly \$200 worth of prizes secured. In addition to what other prizes they may select the first three men to finish will receive solid gold, silver and bronze medals, suitably inscribed, and the president of the club will donate a solid gold medal to the time prize winner if the record of 1 hour 2 minutes is broken. Entry blanks may be secured of Ralph Roullier, the secretary, 302 West 152nd street, New York City.

Nelson Returns to His Old Love.

Joe Nelson, the plucky little pace follower whose star was in the ascendancy several years ago, is to get back in the game again, and he will make his first appearance at the Vailsburg board track to-morrow (Sunday). He is down on the program to meet John King in a 15-mile motorpaced race, having been substituted for Alfred Ashurst. It was Joe Nelson who, several years ago, in the palmy days of pace following, established a series of records that held until Walthour came along and erased them. Nelson comes from a family of racing cyclists and his appearance at the board track to-morrow will no doubt be the cause of great rejoicing.

Path Race Postponed Indefinitely.

Because the roads are torn up the annual Coney Island Cycle Path Race of the Century Road Club of America has been called off for the present at least. It was scheduled for Labor Day, September 3, and whether it will be held later in the season has not yet been determined.

A BUNCH OF CORKSCREWS

Every One of Them Ready to Pull the Stopper That Holds a Record.

Brooklyn has a new unique bicycle club and if its suggestive name be a criterion the new organization should prove a fast one. The club is to be known as the P. P. C. P., which being interpreted means the Prospect Park Cork Pullers. As all racing cyclists have at various times had to contend with "cork pulling," it is unnecessary to explain the meaning of the word. The objects of the P. P. C. P. are to keep up the game of cycle racing and incidentally "pull the corks" of all other organizations. No rider can qualify for membership in this unique racing organization unless he either is or has been a racing crack.

At present there are a number of "has-beens" in the club. Some of the members who have just joined are Harry Hoppe, New York State 2, 3 and 5-mile champion in 1896-7; Franklyn Fisher, the old Harlem Wheelmen crack, one time team mate of National Champion Frank Kramer, and formerly Long Island champion; Louis J. Weintz, New York A. C., military champion and other things; "Sir" Walter Raleigh, Irvington-Millburn winner and student of Chesterfield; Walter Demorest; Arthur Wilcox, who holds the record for hard luck experiences; Herman Lind and Victor Lind, who occasionally promote races and ride out of town; E. A. Eubank; Fred Wanner, flat floor expert; Carl Erricson, Charley Reynolds; Sam Barnett, one time amateur champion of England, and his brother Will; Arthur E. Rhodes, Roy crack and Cycle Path winner; J. Armstrong; William Miller, the "in and outer"; and about a dozen others.

The club meets every Sunday morning at Prospect Park Circle and then has a race to the wooden bridge over the Coney Island creek. The winner is entitled to attach the club's gold cork to the saddle of his bicycle and must defend it the following Sunday. The rider who holds the cork longest will be awarded a gold watch at the end of the season. At present Fischer's bicycle is decorated.

The club issues a standing challenge through the Bicycling World to a club team race or an inter-city race with a five man team, at any distance from a quarter to a hundred miles. Victor Lind is matchmaker.

Walthour Again Meets Defeat.

Paul Guignard, who recently broke the world's hour paced record, met Robert L. Walthour (America), Arthur Vanderstuyft (Belgium) and Ebert (Germany) in an hour paced race at Dresden, August 12th, and the Frenchman again demonstrated his superiority by finishing far ahead of the next nearest competitor. Walthour, who seems not able to get in shape, was a bad last,

being forced to withdraw. At the finish Vanderstuyft was second two miles behind Guignard, and Ebert third, a little more than five miles to the bad. During the hour Guignard covered 51 miles 573½ yards, which is a record for the local track.

More Eye-Openers.

Since a German newspaper discovered several weeks ago that nearly all successful racing cyclists are knock-kneed, other German scientists have made additional "startling discoveries." One is that when racing "Major" Taylor always looked black in the face; the same characteristic is noted in "Woody" Hedspeth. Another has compiled statistics showing that in bicycle races it is invariably the first man over the tape who wins the race, but the most "remarkable" discovery of all is that the racing bicycle and the ordinary pleasure bicycle are so similar in construction, in fact, both have "two wheels, diamond frames, enamel on the tubing, tires, etc."

Jersey Roads to be Lighted.

One fatality and one collision with the bridge over the meadow boulevard into Atlantic City has called attention to the need of painting the approaches white instead of lead color, which now makes them practically invisible to approaching drivers. A coroner's jury has censured the Board of Freeholders for not having lights placed on all bridges on the drive. The roadway is sixty feet in width, but fences narrow it down to twenty feet at the approach of bridges, which makes fast travelling dangerous, although the boulevard is one of the finest stretches of road in New Jersey. On account of the accidents of late the freeholders have authorized the lighting of the road its entire length and will have the approaches to the bridges painted white.

Poor Going for Twin City Brush.

On account of the wretched roads, the Twin City motorcycle road race which was on the calendar for August 12th, was postponed until last Sunday, 19th inst., when ten riders started, six of whom finished within the allotted time. The course was from Owatonna to St. Paul, Minn., a distance of 74½ miles. Thomas Bird, of St. Paul, riding an Orient, finished first in 2 hours 26 minutes, the nearest man to him at the finish being George Wagner, of St. Paul (Wagner), who crossed the line in 2:41:00. The position of the other riders at the finish was: 3. H. Friedman, St. Paul (Wagner); 4. G. R. McMichael, St. Paul (Wagner); 5. F. Schwabke, LaCrosse (Indian); 6. G. Gieler, St. Paul (Monarch). The first two men to cross the tape rode machines equipped with Goodrich tires and the others with G & J's. Those who started but failed to finish within the required time were Frank Hipkins (Armac), H. F. Vogle and W. J. Large (Wagner).

HOPE FOR THE GARDEN

The Only "P. T." is Non-committal, but Pauses Long Enough to Explain.

It is very likely that Madison Square Garden, New York City, will be opened for bicycle racing early in September, for while P. T. Powers, who holds the option on the Garden for bicycle racing, when seen this week by a Bicycling World man, did not commit himself, his speech intimated that such might be the case.

"Will you open the Garden for bicycle racing this season?" the promoter was asked.

"Well, I do not care to make public any statement at the present time," replied the promoter, "but I am thinking something about it. We close the roller skating rink here the 29th of this month, and after that it will be time enough to think about bicycling racing."

"I suppose you know that Lawson, McFarland, Fogler, Bardgett, and a number of the Salt Lake bunch will be East by Labor Day?" persisted the Bicycling World man, as a "feeler."

"Yes, yes, they wrote me something about it, but really, I cannot say anything until the first of next month." So saying, he turned to his desk and began counting thousand dollar bills, inferring that the conversation, so far as he was concerned, had ended. Judging from this there is reason to hope that New York City will have a good post season of indoor racing.

Providence to Have Motorcycle Meet.

At the last meeting of the Providence (R. I.) Motorcycle Club, it was definitely decided to hold a motorcycle race meet at the Hillsgrove oval on Saturday, September 22, and the program selected is a long and varied one. The list of events is as follows: One mile, novices; one mile, Providence Motorcycle Club championship; five miles, open to any horsepower, single or double cylinder; five miles, State championship, for a trophy donated by A. W. Harris Oil Company, open to single cylinder motorcycles of five horsepower or less, registered in that State; five miles, Providence Motorcycle Club championship; three miles, for 110-pound motorcycles, single cylinder; three one mile races for Marsh, Merkel and Indian machines; two mile bicycle race; ten mile motorcycle handicap.

Cash Prizes for Good Roads.

To encourage the building of good roads the Toronto Automobile Club has offered substantial cash prizes for the best stretches of roadway in Scarboro, Etibicoke, Vaughan, Markham and Yorke townships. The prizes will be \$500, \$200 and \$100, and the points to be considered are proper drainage, serviceability, width, efficiency of crown, hardness, smoothness and permanency of construction.

LEAVES THE WORST BEHIND

Mueller Averages 100 Miles a Day in Spite of Great Difficulties.

When last heard from L. J. Mueller, the big Clevelander, who left San Francisco at 6 o'clock on the morning of the 10th, with the object in view of breaking the motorcycle record of 48 days and 11 hours and the one-man automobile record of 32 days and 23 hours, had reached Ogden, Utah, at 5:20 p. m. Saturday last, the 18th. Although he has had difficulties innumerable since leaving the Pacific Coast as the following account shows, the worst part of his journey has been safely accomplished. Considering the wretched part of the country he has had to traverse Mueller has made splendid time, having averaged over a hundred miles a day for the first eight days of travel. Ogden is 845 miles from San Francisco. At Ogden George N. Holden, who accompanied Mueller from the devastated city, with the intention of being in at the finish, should the trip agree with him, was still with him, and there is small doubt but that the two hardy riders will stick together until New York is reached.

As detailed in last week's *Bicycling World*, Mueller and Holden had crossed the Sierra Nevada mountains and on the night of the 12th had stopped at Hazen, Nevada, 305 miles from San Francisco. If the lofty mountain ranges presented difficulties in the way of travelling it was nothing to what confronted the trans-continentalists when they entered Nevada. The mere mention of the name spells horror to the traveller who has ever had to negotiate its barrenness other than by railways. After leaving Hazen their route led along the Southern Pacific tracks through Wadsworth skirting the Humboldt lake and they reached the Humboldt House, 95 miles from Hazen and 400 miles from the start, on the night of the 13th. Mueller's brief postal card story tells the tale vividly: "Roads fierce. Rode 64 miles on railroad tracks. Tire troubles." This part of his trip is probably the most uninteresting of all, for between Wadsworth and Lovelock stretches the great Forty Mile Desert, but whoever named it had a poor sense of reckoning, for it is just 63 miles from beginning to end. From Reno the country is a gradual slope, the altitude at Reno being 4,497 feet, at Wadsworth 4,085 and at Lovelock's 3,977. Humboldt, where Mueller and Holden stopped overnight is a typical Nevada town—in that it has one house and that accommodates the station agent and the man who keeps the restaurant for the convenience of railway passengers.

The next day's journey carried the travelers to Battle Mountain, 101 miles from Humboldt. From the latter place there is a gradual rise, the elevation at Battle Mountain being 4,511 feet. The weather was "extremely HOT," writes Mueller, and he

bumped railroad ties all day, and to add gall to bitterness had more inner tube troubles. Winnemucca, half way between, is somewhat of a cattle town, and is a thriving place, and at Battle Mountain, Mueller and Holden struck the first grass since entering the state. This latter place has a reputation for fertile farming and it is said the natives reap more grain to the acre than anywhere else in the state. This town itself is of the usual frontier type, containing a general store, railroad station and a dozen saloons. The total mileage at this point was 501 miles.

Just where Mueller and Holden got lost in the Great American desert is hard to figure, but that they had had a tough time of it, his postal from Wells, Nev., on the night of the 16th, bears witness. The day's mileage was 105, with 60 miles on the 15th, bringing the total to 666. "Sand, sand, sand, as always," he writes. They got lost in the desert on the 15th, and slept in a haystack over night. Inner tube troubles added to the delay. Wells, the stopping place for the night on the 16th is the biggest town they touched since entering Nevada. It has a population of about 200.

At the end of the following day they had covered 94 miles and had to put up with a section house floor for bed. The next day it rained and they had to bump ties all the way across the great American desert, 85 miles into Ogden, which they reached at 5:20 p. m., having up to that time covered 845 miles. "Nothing to eat, running on kerosene and came near being killed by the Overland Limited," gives an inkling of what hardships and dangers the big Clevelander and the persevering Springfield man are meeting with. Writing from Ogden on the 19th, Mueller says:

"Since leaving 'Frisco on the 9th, have slept in haystacks, in section houses and eaten along the road through the Sierra Mountains. Will say, if you ever hear of any fool wanting to ride a motorcycle across the continent in record time, rush him to the nearest lunacy specialist and have his bumps examined."

"Tire troubles have been my main setback and fixing them in the desert with the thermometer at 105 with no shade, is not what it is cracked up to be. It was so hot out there on the deserts that the sun actually melted the fat on me and I could feel the grease trickling down my back." Mueller weighed 193 when he left San Francisco.

"For clothes brushing the sage brush has all the patent whisk brooms and dust chasers beat a mile and the only tip you have to give is when you fall off the machine—then you get stuck for fair. Up in the Sierra Mountains the rocks are as big as barrels and several times I came very near being pitched down the mountain side. On some sandy spots in the desert it would take all the power of the motor, with me running alongside and pushing, to get through."

"Last Friday, while bumping the railroad ties the eastbound Overland Limited came near finishing me. I feel shaky yet whenever I allow myself to think of it. Ran out of water several times in the desert and drank alkali or green toad water; in fact, any kind of a liquid sufficed, so long as I closed my eyes and did not mind the lumps in it. Several times I got lost and had to double my tracks over some of the rottenest roads imaginable.

"I am not thinking of quitting, for I'll surely come through to New York if it's in a coffin, but if somebody were to offer me \$1,000 to go back over the road to 'Frisco, they would have to hunt for somebody else."

Smoke as a Puncture Finder.

How to locate punctures in tires which are porous, long has been a much-argued question. The problem has now been solved once and for all by Charles Long, a Welch collier living near Cardiff. By his method a thick smoke is pumped into the envelope, which leaks out every flaw and reveals its exact location.

The invention takes the form of a specially prepared fuse which, when ignited, is almost flameless, and gives off a large amount of very dense white smoke, and which is said to be non-injurious to rubber. The fuse is struck on an ordinary matchbox, and placed in a suitably constructed small iron cylinder, which can be at once attached to any inflator.

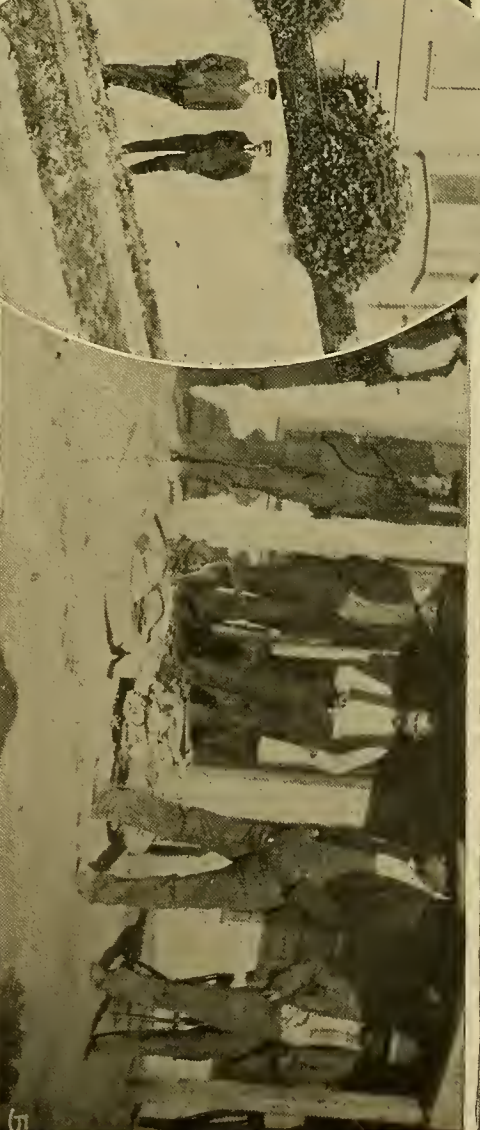
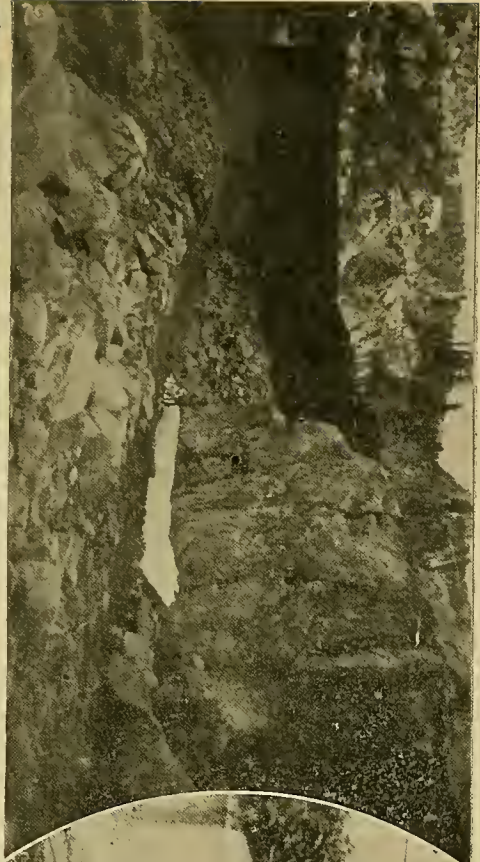
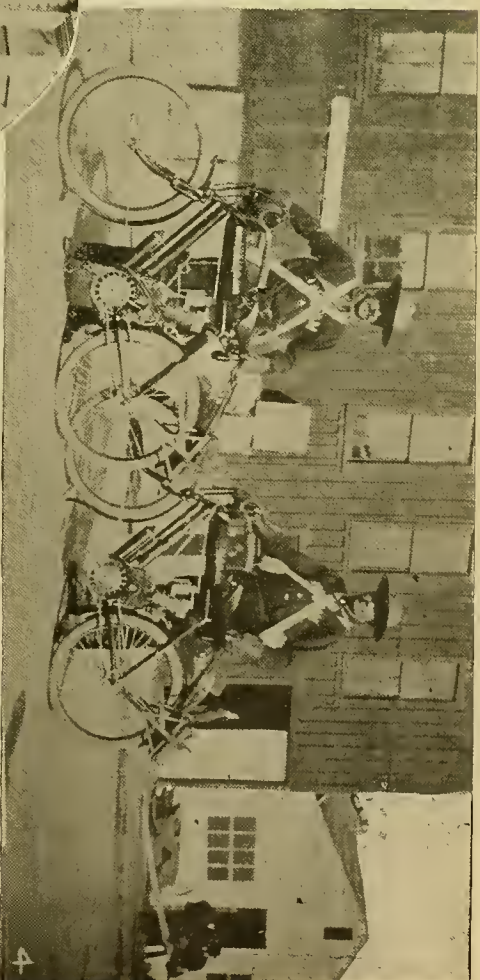
The smoke is then pumped into the tube, and invariably locates the puncture in a few seconds. The whole contrivance need not be more than an inch and a half in length, and can be conveniently carried in the waistcoat pocket. The device complete can be manufactured at a cost of less than a nickel.

Italian Duties Advance.

A commission has just submitted a report to the Italian Parliament according to which the duties on cycles, motorcycles and parts will be raised to the following charges: Motorcycles, per machine, 80 liras (\$16.00); ordinary cycles, per machine, 42 liras (\$8.40); cycles with more than three wheels will have to be paid for as carriages for the transport of persons; parts of cycles and motorcycles, with the exception of such as can be classed as raw steel or iron parts per 100 kilos, 100 liras (\$20.00); cycle frames will be taxed as finished machines.

A New Aluminum Alloy.

Alzene is the name of a new alloy of aluminum and zinc combined in the ratio of two to one. It is said to be equal in strength to good cast iron, and superior to it in elasticity. Moreover, it takes a good finish, is of a fine white color and does not readily oxidize. It melts at a comparatively low heat and pours well, running particularly well in thin and small parts. Its chief defect, however, seems to be that it is rather brittle.



1. Cliff House, San Francisco. 2. On Top of the Great Divide. 3. Mueller up in the Mountains. 4. Mueller and Holden Leaving Frisco. 5. Tire Trouble on Battle Mountain. 6. Holden Taking a "Smile."

LAWSON ISSUES ULTIMATUM

Refuses to Ride and is Indefinitely Suspended—Challenges Kramer for \$1,000.

Salt Lake City, Aug. 18.—The biggest disappointment that has ever been the lot of the race-going public in this State to bear resulted last night when Iver Lawson refused to ride Frank Kramer the second match in the series that both riders had signed to ride at the Salt Palace track. The first intimation came when the announcer said to the thousands who had paid double admission fee to see the great race:

"Owing to the adverse criticism appearing in the Salt Lake Herald and News, Iver Lawson has positively refused to ride this race. As a result he has been indefinitely suspended by the referee."

There were cheers of "that's right," groans and then cheers for Lawson. No matter how many cries of "fake," etc., Lawson should have ridden the race. His personal grievances should have not been allowed to crop out at such a moment as this. While the crowd was ready to forgive Lawson, for it is not denied he had cause to complain but not great enough to disappoint the fans, it cannot readily forgive him for the keen disappointment he caused. The truth of the matter is this. Ever since Lawson defeated Kramer so easily in the first match, the Salt Lake Herald began to cry "fake," and insinuated that the race was not "on the level;" that Kramer would win the second race to enable the management to make up for the big \$2,500 purse it had offered, and that it was all pre-arranged that Lawson should win the final race. It was a dirty, contemptible accusation, and Kramer was as much exercised over the matter as Lawson, for it was a direct attack on his character and accused him of laying down to Lawson. Fancy such an action on the part of a man with a reputation like Kramer's! The Deseret News, which always follows in the lead of the Herald, so far as its sporting news is concerned, took up the cry. Why the Herald began the cry is too well known to those on the inside in racing matters here. "Big Bill" Risbel, sporting editor of the sheet, tried to get control of the track in the spring and failed. He then was instrumental in sending Hardy Downing to Chicago to meet President Batchelder of the National Cycling Association and tried and get a sanction for another track, which fell through after the promoters-to-be had signed up all the riders. Naturally, this made Risbel mad and he then made a boast that if "they tried anything in Salt Lake they would have to come and see him." The races were run without "seeing him" and that added fuel to his inward flame. It is said Lawson failed to "see" him, and thereby hangs the tale.

Those who are familiar with Lawson's temperament can best understand the Swede's feelings when these accusations were published. He broke down and sobbed like a child. Then he said: "I trained hard for this race. Never in my racing career was I in better condition. I go out and beat Kramer and they accuse me of being a party to a fake. If I had ridden last night and been defeated every place I looked 'fake' would have been written, and this is my home town. It is enough, I am through with racing here forever. Some people may charge me with being afraid of Kramer. I am in perfect condition and know I can beat him. I am willing to post a side bet of \$1,000 that I can beat him and I am further willing that the loser's end shall go to charity. Now, if some of those people who say I am scared are in earnest, if they think I am bluffing, let them come out of cover and show me up. If it costs me every penny I have, I will prove myself honest."

Kramer was equally indignant over the talk of a frameup and expressed himself characteristically. "I have ridden a bicycle for ten years," he said, "and this is the first time in my career on the track that any insinuation has been thrown out about my honesty. It seems odd to me that I should have to wait ten years and come to Salt Lake to have it said that I was not riding fairly. I have never in my life ridden anything but a fair race and my record will show it. It hurts me to the quick to have it said now that if it were not for the fact that I have a contract with Chapman I would pack up and leave for New York tonight. I will never ride in Salt Lake again after my present contract expires."

"I was beaten fairly in Tuesday's race by Lawson. I did my best. I am not making any excuses. I have come up from sea level to this high altitude and I am not in my best condition—far from it. But, mind you, I do not offer that as an excuse. I simply want to say that I was beaten fairly and that any one who says otherwise does me a grave injustice. All I want the public to know, though, is that I am doing the best I can. Nowhere else in the world would I have to say that, for the reason that everywhere else my reputation is known."

This shows how much warmer Kramer's sporting blood is than that of the Swede's.

There is a mixed feeling here over the intensely disagreeable outcome. Some are inclined to favor Lawson, but the great majority think rightly that no matter what was said against him Lawson should have ridden, and in his riding would have resulted his vindication. On account of his great riding some of his surliness can be overlooked if not wholly excused, but all fair minded persons will agree that last night was not the time to welch nor disappoint the sport loving public, especially when he knew the criticism resulted from personal bitterness. Lawson has lost many

friends by his unsportsmanlike action and while 99 per cent. of the racegoing people in Salt Lake believe that Lawson can wallop Kramer, the Jerseyman has made many friends that would not have been his had the controversy not arisen. Kramer showed by his straightforwardness and his willingness to ride regardless of what other people thought or said, that he is first, last and all the time a thorough sportsman, although, as he said, it "cut him to the quick" to have his honor assailed.

The Kramer-Lawson match is all off and it is doubtful if either of these brilliant riders will ever again ride a bicycle around Salt Lake's historic sancer.

On account of Lawson's refusal to ride, Hardy Downing was substituted and after a series of punctures they got away. Downing forced Kramer to take the lead but when it came to the sprint Downing was simply not in the same class with Kramer.

The other races were as good as usual and Downing made a brilliant ride in the one mile open when he beat McFarland to a standstill, Hollister getting third and Walter Bardgett fourth. The time was very fast—1:52½. Samuelson showed that he is regaining former prestige by winning the two mile lap handicap from Hollister. Clarke got third and Bardgett another fourth. Ben Munroe needed money, so with Mitten, the pair went after laps which resulted in their getting between them eleven dollars.

Jack Hume captured the five mile open amateur and Diefenbacher got first in the three-quarter mile handicap. Samuelson added another feather to his cap by trouncing Downing and Munroe in this order in a five mile motor paced race, breaking the local record in 6:52. The summaries:

One-mile open, professional—Final heat won by Hardy K. Downing, San Jose, Cal.; second, Floyd McFarland, San Jose, Cal.; third, C. L. Hollister, Springfield, Mass.; fourth, Walter Bardgett, Buffalo. Time, 1:52¾.

Three-quarter mile handicap, amateur—Final heat won by Diefenbacher (50 yards); second, Fred West (scratch); third, Giles (25 yards); fourth, Hume (scratch). Time, 1:27¾.

Five mile open, amateur—Won by Jack Hume; second, John Berryessa; third, Fred Schnell; fourth, P. Giles; fifth, Hal McCormack. Time, 10:40.

Two mile lap handicap, professional—Won by W. E. Samuelson (60 yards); second, C. L. Hollister (20 yards); third, A. J. Clarke (30 yards); fourth, Walter Bardgett (70 yards). Time, 3:50. Lap prize winners—Samuelson (2), Williams (1), Munroe (6), Mitten (5).

Five mile motorpaced, professional—Won by W. E. Samuelson; second, Hardy K. Downing; third, Ben Munroe. Time, 6:52.

One mile match between Frank L. Kramer and Hardy K. Downing—Won by Kramer. Time, 3:25.

When the Crank Case Leaks.

When the joint between the two halves of the crank case of the motor is found to be leaking oil, it can usually be checked by setting up the bolts which hold them together. If this fails, the parts should be dismounted and inspected. A few particles of grit may be found to have become wedged into the joint causing the separation or possibly, in previous repair work, the faces have become scratched or dented through careless handling. These and a more remote possibility of warping due to unusual strains, are the only conditions which can have caused the leak.

After having removed the cause, which is quite essential, the parts should be reassembled with a gasket of manila wrapping paper between them. This is not sufficiently thick to interfere with the adjustment of the bearings, yet serves to fill in the small inequalities in the faces which caused the trouble. If the joint is a particularly poor one, it may be advantageous to coat both surfaces with fairly thick shellac before applying the gasket, as this further aids in the process. In no case should glue or musilage be used for the purpose.

Second to None.

A professor at the Charlottenburg Technical College, in Germany, once remarked to his engineering class, "A Yankee needs only to see a machine in order to improve

on it." This expression of a prevailing impression, born of bitter experience in manufacturing lines, but voices the attitude of the world at large, in its tacit tribute to the national inventive genius. American motor bicycles were for a time unkindly, though perhaps with reason, reputed to be behind the ranks of those produced abroad, but the time has come when the ability to create and the ability to improve upon the work of others has commenced to tell for something, and the industry seems to be fast gaining a position in which it will discover itself to be pre-eminent.

How to Braze Tubing.

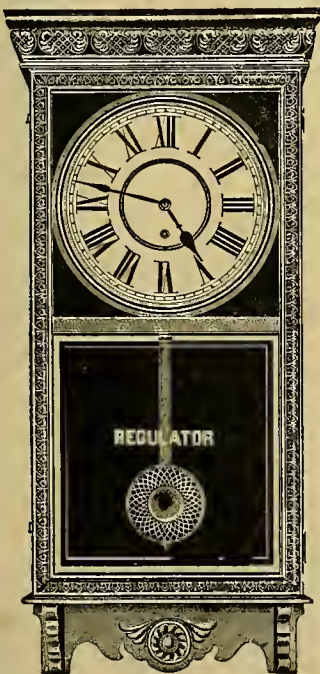
In order to braze two brass tubes together, first true the ends with a file. The end of one tube is now slightly enlarged by carefully hammering it on a taper mandrel, to accommodate the end of the other tube which has been chamfered with a smooth file. Before fitting them together, file inside the enlarged end and outside the chamfered end. Now bring them together, and wire them to a rod of iron, after which they may be brazed, says an exchange. To braze the seam of a tube, thoroughly clean the edges and a little beyond them with a file. A short length of iron or copper pipe is now twisted round each end of the tube to bring together and hold in position the edges. It can then be brazed without any risk of the edges springing apart. If a gas

blowpipe is employed, the brazing is done on the outside of the tube; but if there is only a blacksmith's fire available, it is better to braze from the inside, especially if it is a short length of tube. A suitable spelter having a comparatively low melting point is one composed of copper and zinc in equal parts. Use powdered borax mixed with a little water as a flux.

Another Inventor of the Bicycle.

While it would seem to be a foregone conclusion that the inventor of the bicycle was a person with so many names and phases of character that his life and career had been celebrated quite to the limit of endurance, it appears that the opinion is not held in universal esteem. For it is announced that once more he is to be honored, this time, as in a few other instances, in Germany, where he is at present known as Baron Von Drais. He was, it is asserted, a native of the town of Mannheim, and it is to the patriotic pride of the present inhabitants of the place that his latest ovation is accountable. They are going to unveil a monument to his memory at the forthcoming anniversary of the founding of the town, and it is not at all unlikely that the uneasy turning in their graves of a few of his many shades, will cause terrestrial disturbances in different portions of the world which will be ascribed to seismic tremors.

REGULATOR CLOCK FREE WITH NEVERLEAK

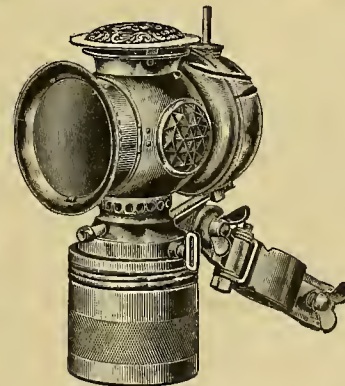


We will make you a present of one of these splendid Regulator Clocks, over 3 ft. high and nearly 1½ ft. wide, case solid oak, 8 day movement, constructed of brass and steel and fully guaranteed, if you will send us 24 Neverleak certificates. Any "Brass Sign" certificates that you have on hand or hereafter obtain through purchases of Neverleak, will be allowed to apply on the clock. One of these clocks will be an ornament to any office, shop or store. One certificate is enclosed with each dozen 4-ounce tubes of Neverleak. Twelve certificates will entitle you to a Brass Sign as heretofore.

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SPECIALTY COMPANY,
BUFFALO, N. Y.**

SOLAR BICYCLE LAMPS SOLAR

100 Ft.
Ahead
Brilliantly
Lighted



Will
Not
Jar
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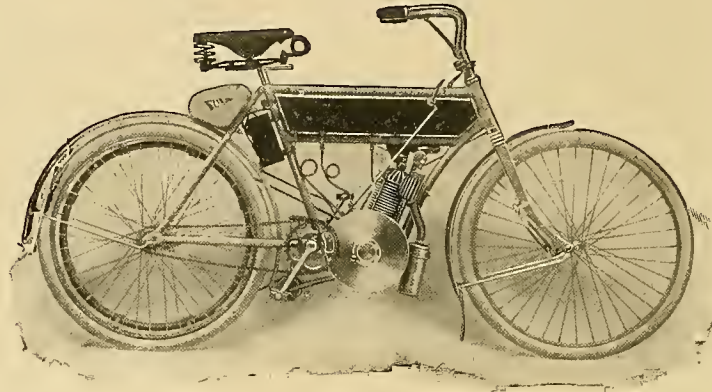
Send for our complete catalogue which tells all about the different patterns and prices.

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KENOSHA,
WISCONSIN.

11th Ave., 36th & 37th Sts.,
NEW YORK CITY.

The "One Best Buy"



THE YALE-CALIFORNIA

Costs Only \$175

But it did all that the motorcycles selling for from \$25 and \$135 more did (and more than most of them did) in

The Most Thorough Road Test that Ever Occurred—

the F. A.-M. 1906 Endurance Contest, New York to Rochester, up hill and down, and through mud and rain—

and it is doing the same thing every day in every part of the country.

As we said before — You can't pay more and get your money's worth; you can't pay less and get satisfaction.

Now is a good time to get in line. There is always a good fall trade in motorcycles.

THE CONSOLIDATED MFG. CO., = Toledo, Ohio.

SYSTEMATIC VEGETARIANISM

How to Live, Grow Strong and Be Happy
on 12 Cents a Day.

Whether or not vegetarianism is the proper diet for all who would fain become "healthy, wealthy, happy and wise," is a moot question that probably never will be conclusively settled to the satisfaction of every individual, at least not until long after the present generation shall have ceased to be called elongated and their dust shall have been "gathered to their fathers." Each class of "eaters"—a plebeian word, but expressive—has strong adherents, and always will, but the ranks of those who delight in and wax fat on a scant diet of hashed prunes, bruised nuts, prepared sawdust and the like are being strengthened year by year.

Until late years the principal exponents of simple dietetics consisted largely of those high-browed and long-haired Bohemians who leaned toward vegetables, fruits, nuts and so forth simply because, as their frayed trouser-ends showed, such a menu was more economical. Of recent years, however, scientists have taken up the matter of diet and devoted considerable time and talent to study and research, and it is interesting to note that probably 75 per cent. of all great thinkers, both past and present, have been vegetarians.

In England the question of whether a bicyclist can accomplish as good results, that is, ride as long, as fast and as far with less fatigue, on a simple diet of vegetables, fruit and nuts as on a heavy meal with meat the entree has received considerable and serious study. It always has been contended that meat is a tissue builder but whether it is as much so as other foods is a question that has yet to be determined. The vegetarian class of cyclists in this country is as yet much in the minority, though growing larger every year.

It will perhaps be interesting to know that Henry H. Wheeler, the Californian, who two years ago won both century and mileage competitions of the Century Road Club of America, is a vegetarian and has been for two decades, but Wheeler is unlike the average run of food specialists in that he does not continually bore others by long windedly extolling the virtues of the simple life diet. In a recent issue of an ethical publication he writes interestingly and as follows:

"I was much interested in the account that two young men whose weekly expenditure for food was \$1.27, but I have beaten that. My food costs me about 10 or 12 cents a day, or 70 cents a week.

"I buy cereals by the case and dates by the seventy-pound box. I keep a cow, and raise oranges and some other fruit. If I

had to buy the milk and fruit it might sum up to 15 cents a day.

"Cereals, 4 cents; milk, 5 cents; dates, 3 cents—12 cents a day. This is about the average, so at most my food costs me about a dollar a week, but as a rule does not average that.

"I am fifty years old and have eaten no meat for twenty years. For two and one-half years I have followed a no-breakfast plan and could not be induced to go back to three meals a day.

"Last year, as a member of the Century Road Club of America, I wheeled 11,761 miles and made 52 centuries (100 miles within fourteen consecutive hours), winning gold medals for highest honors in both events, and was never so uniformly vigorously well in my life. You know that rep-



NEW YORK BRANCH 214-216 WEST 47TH ST

resents lifting many more foot pounds than the work of the average muscle worker. I weighed 144 pounds on January 1, 1904, and 160 pounds on December 31, 1904."

Sh! There's a 23-pound Motorcycle Coming.

East Liverpool, Ohio, is the home of an inventor named Hoskins, who has just signaled himself by turning out a motor bicycle of startling characteristics. It is stated to weigh but 23 pounds, to be of three and one-half horsepower, and to have all of its working parts encased to exclude the dirt. Strangest of all, the motor is said to comprise but seven working parts, as against twenty to twenty-five in the ordinary types. Sad to relate, however, further particulars are not available owing to the present lack of patent protection, as is alleged. This is a reminder of the safety, when weight-cutting came to be a factor. Likely the featherweight motorcycle will have to travel the same road to oblivion.

SIMPLE HARDENING METHODS

Practical Processes That are of Value to
the Cycle Repairer.

While the hardening of tools is most frequently done by regularly equipped mechanics, still it sometimes falls to the lot of the cyclist himself to do some work of this nature, which without some timely hint, might prove to be somewhat of a tax upon the patience. The common method of hardening and tempering taps and dies as described by Mechanic, may therefore prove of value in a suggestive way:

"Place the tap in a piece of gas-barrel, to protect the teeth and to keep it straight and evenly heated, into a clean fire. Have a bucket of hot water handy. When red-hot, withdraw tap from tube, and plunge the teeth into the hot water for two or three seconds. Do not keep in the water. Let it cool itself naturally. Then polish the shank in the lathe, and the flutes with emery cloth. Then have red-hot tubes ready, hold tap in middle by thin thongs, and let the shank enter one tube, and gradually introduce the other. You will see a faint yellow colour gradually creep on the bright surface, and as soon as you can see it, commence to withdraw the tubes. You may let purple and blue appear on the shank, but not on the flutes, or it will be spoilt, and must harden again. When the rich golden colour has spread over the flutes, dip the teeth into hot water for one second. If tubes get cool before colour appears, have other tubes ready, or play on the tube with blowpipe. You then polish the shank in the lathe. Do not allow tubes to touch teeth.

"With dies you heat them red-hot, and dip them into hot water for two or three seconds. Then polish. Then have a piece of flat iron red hot and lay on the die till it is coloured golden. Or use a piece of sheet iron with blow-pipe underneath, withdrawing blow-pipe as colour appears. Keep teeth farthest away from heat. Dip in hot water one second."

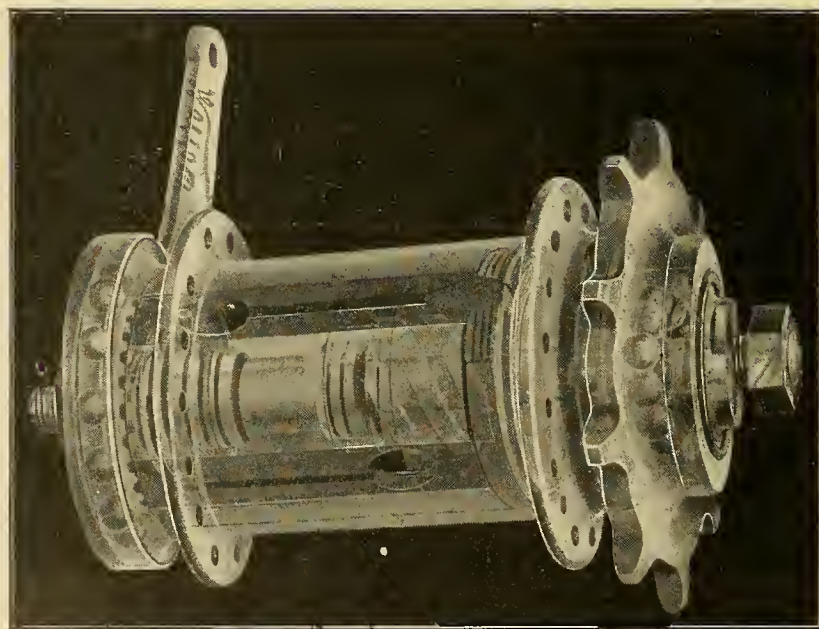
Where Sunday Repairs are Expensive.

That the proverbial Swiss adversity to the motorcycle has not as yet altogether succumbed to the march of progress, is apparent from an incident which unhappily befell a tourist who became stranded by the roadside some distance from any town. He was being assisted in repairing his machine by several kindly inclined peasants when he was suddenly set upon by a gendarme who placed him under arrest on the curious charge of compelling them to work on the Sabbath day. Brought to trial, the traveler was condemned and sentenced to a fine equivalent to about \$40. On appeal, a little added gall was mingled with his cup, for the decision was affirmed and a further fine of some \$37 added to the original penalty.

REFRESHING

That coast downhill is delightful at any season. It is not only delightful but refreshing during the summer months, particularly when the wheel runs perfectly free and yet is under such safe and instant control as is afforded by the

Morrow Coaster Brake



The man or the woman whose bicycle is not equipped with a Morrow is missing many miles of real pleasure.

ECLIPSE MACHINE CO.,

Elmira, N. Y.

MERCURY LOST HIM HIS MOUNT

And all New York in the Immediate Vicinity Helps in Regaining it.

This is a tale of one of New York's mercury-footed A. D. T. couriers and a bicycle. Many have tried to decipher the cabalistic symbols that adorn the caps of these swiftly-flying runners and so far as the first two letters are concerned, matters were easy. "All day" seemed to be the most fitting translation, but what to do with the T? "Looks as if the man who was responsible for them started to make it 'All day to do it in,' as that's what all the boys seem to think of it," decided someone or other, but he either got tired or made up his mind that the cap was not big enough to hold it and gave it up.

However that may be, a portly matron who was strolling along upper Broadway last Wednesday came to a sudden halt at a most unusual apparition coming rapidly toward her. It was a messenger boy—actually running and almost on the verge of tears—both of them amazingly unusual actions for a messenger boy. So much so that the aforesaid matron stopped dead in her tracks. "Boy," she commanded, "what on earth is the matter?"

"A fresh guy just went and pinched me wheel and de boss'll take it out of me week's wages if I don't get it back," was the reply delivered on the run, for a block or two ahead went another youngster fleeing on the stolen property.

It does not take much to arouse the curiosity of the average New Yorker, but the sight of a messenger running is always more than sufficient to give one of Manhattan's citizens the certain impression that something dire and dreadful has come to pass and it is time to follow the crowd to the scene of the excitement.

In less than five minutes the fleeing messenger boy had, a crowd of a hundred or more men, women and boys trailing out behind him, all intent upon being in at the death. And as is generally the case under such circumstances, no one had the faintest glimmering to what the rumpus was all about. One asked the other on the run with small result until some of the foremost questioned the chief actor in the drama and the leader of the pack. His hurried and breathless gasps between which words of explanation were blurted out did not do much at first to elucidate the situation to his consort, but finally it filtered through the heads of those in the lead that a bicycle had been stolen and that the man in plain sight ahead was the guilty party. Then there arose a cry of "Stop, thief!"

Down Broadway chased the pack to the baying of the dogs in the lead, the scent growing hotter every moment. Past Sixty-second, Sixty-first and Sixtieth streets fled the fleet-footed carrier of billets doux and

bouquets, gaining new adherents at every step, and keeping his eye riveted on the quarry.

Had the thief been a good rider he would have thrown off the scent or so far outdistanced the pack that further chase would have been fruitless, but he was not. He wobbled and he careened, traveling a block and a half for every block he covered and that was his undoing. He cut across the Circle and started east on Fifty-ninth street with the pack in full cry but a block behind and gaining every stride.

The down grade to Seventh avenue favored him a little, though his wobbly meandering over the roadway was none the less pronounced and the chase gained perceptibly. Straight ahead to Sixth avenue he went and as a last resort veered northward through the Sixth avenue entrance of the park in the hope of throwing off the scent in the thick underbrush, but his Nemesis awaited him in the shape of a policeman idly swinging his stick, just inside. The pack swarmed on him in an instant, and as soon as wind had been sufficiently recovered to tell the story of the chase, he was started in tow of the "copper" for the West Fifty-fourth street police station with the procession tagging on behind in a somewhat more leisurely manner than had characterized its earlier travels.

When the chief actors in the drama were lined up in front of the desk, the complainant preferred a charge of petty larceny against the accused.

"It wuz dis way, Sarge. De boss, he sends me ter Sixty-toid en Broadway wid a 'telly' rush, en I jumps on me wheel and hustles up dere hotfoot, leavin' me wheel at de curb so's to be Johnny on der spot an' git a tip for rushin' tings. Up der stoop and two flights on der run fer me and when I had me book signed and cum out agin, here wuz dis fresh guy almost two blocks away on me wheel.

"Der bisiskle ain't mine, Sarge. It belongs to der house an' if I lose it it comes out of me wages. Don't let him go, Sarge, and I'll sick der boss onto him."

The prisoner having been caught "with the goods on him" had nothing to say and was forthwith committed to the "dungeon keep" in default of \$500 bail on the charge preferred against him.

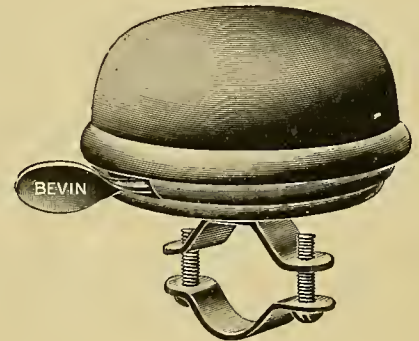
The messenger boy rode away happy, the "copper" returned to ogling nurse girls and idly swinging his stick on his beat in the park and the crowd faded away.

A Good Bronze Alloy.

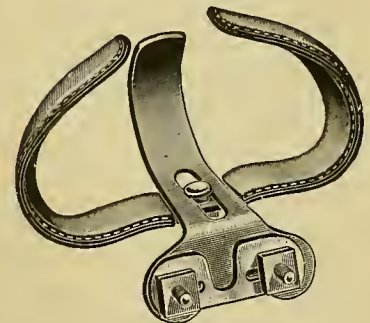
The high price of tin causes many brass founders to add antimony to some bronze mixtures in order to reduce their cost. Spelter has also been used, but this does not have a good effect upon the coloring. The following is a good mixture where stiffness and a good color are required: Copper, 88 per cent.; zinc, 5.5 per cent.; tin, 2.75 per cent.; lead, 2.25 per cent.; antimony, 1.5 per cent.

THE "Good Old Standbys"

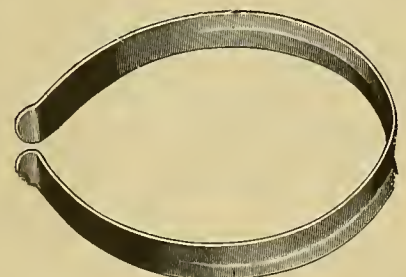
BEVIN Bells



BEVIN Toe Clips



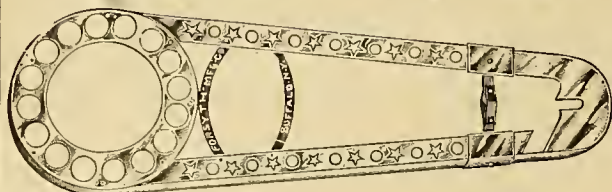
BEVIN Trousier Guards



Prices as interesting as ever.

Bevin Bros. Mfg. Co
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FORSYTH SPECIALTIES.



Full Chain Guard with All Connections.

Made in sections and riveted together, giving enough elasticity to avoid the "twang" of a one-piece guard. Adjustable to stretch of chain and to differences of length between centers of axles.

FORSYTH MANUFACTURING CO.,

"Handy things to have about the house."

We also make

**Mud Guard Fittings,
Sprocket Guards,
Metal Hand Brakes**

and other specialties.

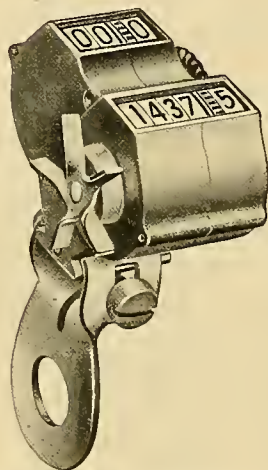
Buffalo, N. Y.



Half Guard with All Connections.

Notice the method of attaching front connection. Enough adjustment to meet the angle of any frame; a little feature all our own. It counts. These guards are just a little better than any others. That's why we are still making and selling lots of them.

Veeders for Motorcycles.



Veeder Trip Cyclometer for Motorcycles.

Price complete with Motorcycle Striker, \$2.50.

Veeder Trip Cyclometers are now made with a strengthened case, making them suitable for the more severe service of motorcycle use. A new motorcycle striker is also provided, which clamps securely to the spoke of a motorcycle wheel.

Motorcycles need regular lubricating periods—not based on time, but on **mileage**. In addition to the practical, mechanical reasons for having a Veeder on your motorcycle, there is the further reason that—

"It's Nice to Know
How Far You Go."

FREE BOOKLET ON REQUEST.



The New Veeder Motorcycle Striker.

THE VEEDER MFG. CO., 36 Sargeant St., Hartford, Conn.

Makers of Cyclometers. Odometers, Tachometers, Tachodometers, Counters and Fine Castings.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the
Schrader Universal Valve,**

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON INC. Price List sent on application

**SIMPLE AND
ABSOLUTELY AIR-TIGHT**

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

**28-32 Rose St.,
New York, U. S. A.**



ALL OF IVER LAWSON'S
 Numerous Victories and New Records
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 were made on a

Pierce Bicycle

The combination of good man
 and good machine always tells

WHAT SORT OF A BICYCLE ARE YOU RIDING?

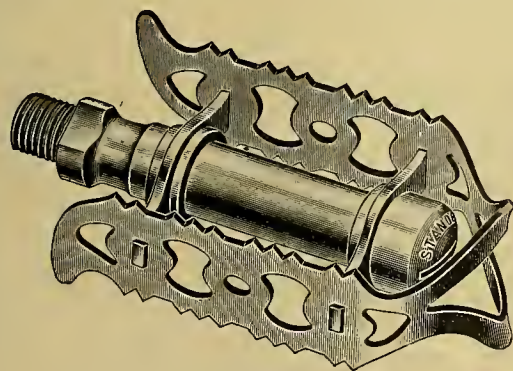
THE GEORGE N. PIERCE COMPANY, Buffalo, N. Y.

PEDALS AND SPOKES FOR EVERY MANUFACTURER WHO PRODUCES BICYCLES

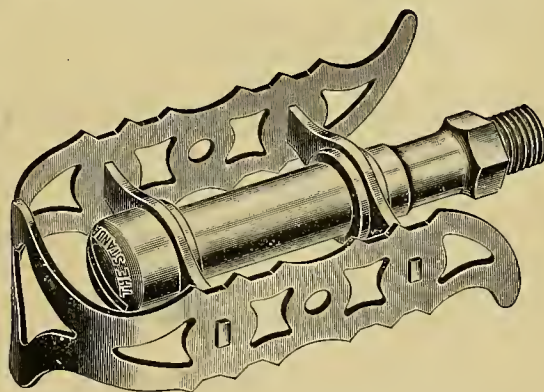
AND

For Every Man Who
 Sells or Rides Them.

They are Pedals
 and Spokes of the
 Right Sort, too.



STANDARD JUVENILE NO. 2.



STANDARD NO. 1 RAT TRAP.

DIAMOND E SPOKES

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY

Makers also of Standard Two-Speed Automatic Coaster Brake, and Star and Sager Toe Clips,
 TORRINGTON, CONN.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LIII.

New York, U. S. A., Saturday, September 1, 1906

No. 23

ECLIPSE OPENS LITIGATION

Infringers of Morrow Patents to be Vigorously Prosecuted Henceforth.

A somewhat unexpected development where the matter of litigation over coaster brake patents is concerned, came about this week in the filing of a suit in the United States District Court for the Western District of New York, by the Eclipse Machine Co., of Elmira, N. Y., against the Buffalo Metal Goods Co., of the latter city, for infringement of the patents covering the Morrow coaster brake. The defendants in the case manufacture the Atherton coaster brake and it will be recalled that they have also appeared in the same role in an action brought against them by the New Departure Manufacturing Company.

In their petition to the court, the Eclipse Machine Company pray that the defendants be enjoined "from making, selling or using the Atherton coaster brake" as is customary in such cases, setting forth at length the particulars in which it is alleged to infringe the Morrow patent rights, and also requesting that an accounting be ordered and damages awarded to the petitioner. Although the Eclipse Machine Company were pioneers in the field of coaster brake manufacture, this is the first step taken with a view to upholding their patent rights and is it the intention of the company to vigorously prosecute the action just begun. Whether it will be followed by others of a similar nature is not stated.

Two Shows Open to Motorcycles.

It is now definitely known that there will be no opportunity for manufacturers of motorcycles to exhibit at the automobile show to be held at Madison Square Garden next January. This is held under the auspices of the Association of Licensed Automobile Manufacturers and the demand for space is so great that it will be confined to the members of that body where cars are

concerned and to the members of the Motor and Accessory Manufacturers, Inc., with regard to exhibits of smaller wares.

However, this will be preceded by a show to be held during the week of December 1st to 8th at the Grand Central Palace, Forty-third street and Lexington avenue, under the auspices of the Automobile Club of America and the American Motor Car Manufacturers' Association, which will be open to motorcycles, as will also the Chicago Automobile Show, held in the Coliseum at the latter city by the National Association of Automobile Manufacturers, in February, 1907. As the demand for space in both of these shows is likewise far in excess of the amount available, reservations should be made without delay.

New Company to Make Motorcycles.

The Wilmot Motor & Cycle Mfg. Co., was incorporated in Camden, N. J., under the laws of that State this week, for the stated purpose of manufacturing motorcycles, bicycles and automobiles. The capital stock is \$125,000 and the incorporators named are C. M. Cushman, W. Davis, A. S. Flowers and M. M. Garrison, of Camden, and R. K. Dix, of Atlantic City.

Badger Brass Incorporates in New York.

The Badger Brass Mfg. Co., of Kenosha, Wis., makers of the Solar lamps, have incorporated their eastern factory, which is situated in New York City, under the laws of New York State. The capital is placed at \$1,000, and the directors for the first year are G. A. Yule and R. H. Welles, of Kenosha, and L. J. Keck, of New York.

Schulte Acquires Kingston Co.

Although the Kingston Garage and Motor Car Co., of Wilkesbarre, Pa., has changed hands, the bicycle department will be continued as heretofore. G. W. Schulte, of Scranton, Pa., last week purchased the business from S. R. Snyder and J. H. Brandt, and installed S. D. Bishop as resident manager.

TO CONTINUE RECEIVERSHIP

Profitable Operation of Consolidated Plant Approved by Creditors' Committee.

As already announced in the Bicycling World, the meeting of the creditors of the Consolidated Mfg. Co., Toledo, Ohio, on the 13th inst., which was presided over by William H. Crosby, of the Crosby Company, Buffalo, N. Y., resulted in a favorable turn in the affairs of the company. The committee appointed consisting of W. H. Crosby, chairman; H. S. White, Shelby Steel Tube Co.; E. J. Lobdell, Mutual Rim Co., and Tracey Carr, handed in its report, approving the report of W. F. McGuire, the manager for the receiver and recommending that his suggestions which are outlined below, be adopted.

The reasons for recommending a dismissal of the bankruptcy proceedings which have been pending for the past year, and a continuance of the business under the same management for at least another twelve months, are set forth in detail in the committee's report, chief among which is the impossibility of finding a purchaser for the plant as a going concern under the circumstances, and the fact that its assets would only bring junk prices if put under the hammer at the present moment.

To carry out this recommendation it is thought that it will be necessary to issue about \$115,000 of receiver's certificates in addition to those already outstanding, and it is further recommended that the court be asked to authorize the issuance of this amount upon such terms as the receiver may deem best, and the creditors, particularly those who are still supplying materials to the company are requested to cooperate in disposing of the certificates and aiding the receiver in handling the affairs of the company to the best possible advantage.

The report of W. F. McGuire, manager for the receiver, is in part as follows:

After showing in detail that the liabilities

of the company were \$791,718.54 and its assets, \$332,538.50 on May 3, 1906, when he took charge, he goes on to say:

"We have operated this plant to the best of our ability since the 2nd day of May, and our books show a profit of \$4,965.17 for the period from May 2 to May 31, a profit of \$1,587.05 during the month of July. These profits result, according to our books, after charging off \$4,681.08.

"We have ceased operating the sheet metal department and the brazed goods department, the automobile department having been closed prior to the appointment of the receiver, and we are making now nothing but bicycles, motorcycles and drop forgings.

"Roughly, the condition of our affairs August 1st, 1906, showed our assets to amount to \$384,203.26, from which total should be deducted the items owing by the receiver, amounting to \$42,193.20.

"According to this statement, our assets, roughly, August 1st, were \$342,010.06.

"The total indebtedness of the company of \$791,718.54 has been reduced materially since the 2nd day of May, 1906. The item of contingent liability, \$52,475.49, on account of notes endorsed, has been practically eliminated by the payment of these notes by the principals. The pay rolls and office salaries amounting to \$11,864.68, have been paid, so that our total indebtedness August 1st, was \$727,378.37.

"This, however, does not take into account three or four lawsuits pending against the company for various amounts, the most important of which is one in Buffalo for the accidental death of a person caused by an automobile accident, and also a claim for patent infringement.

"The time is at hand when some definite plan of action must be agreed upon. If we are to stay in the business of making bicycles, we should commence not later than September 15th on our 1907 product, and any delay longer than that will make it impossible to do business next year at a profit, and as I look at the matter, there are three possible courses to be adopted.

1. The immediate liquidation of the company.

2. Its continued operation under the receivership.

3. Reorganization.

"Immediate liquidation either through the receivership or through bankruptcy seems to be entirely out of the question, inasmuch as we know of no one ready to purchase the plant as a going concern, and if you will look into the items of assets you will at once realize that to close the doors of this plant and sell out the assets under the hammer, will mean almost a complete sacrifice of everything we have. The buildings, for instance, together with equipment, are inventoried at \$101,582.60.

"The buildings are not modern and they would bring on a forced sale, just exactly what the bondholders were compelled to bid for them, and no more. The old Kirk

Manufacturing Company plant has been vacant for several months, and has been offered for sale for over two years, and we have been unable to find a purchaser.

"The machinery, dies and machine tools are inventoried and appraised at \$40,922.52.

"The appraisal of this machinery was made by me, with the assistance of Mr. Hind, of the Toledo Machine & Tool Co., and we believe it fairly represents the value as it stands to-day. The greater part of the machinery was purchased between 1890 and 1893, and, you can judge as to what it would bring if thrown on the market.

"The material in the stock room and factory amounts to \$128,198.00 and consists of parts of bicycles and motorcycles and some forging stock. If it were possible to induce some manufacturer of bicycles to take it off our hands, we might get 30 per cent. of the appraised value. As a majority of made-up parts in our store room are for Yale and Snell bicycles, we would be unable to dispose of these at anything but junk prices.

"The notes and accounts receivable are, of course, in good condition, but consist of bicycle accounts, many of which are small, and if the business were to be closed, we could count on at least 15 per cent loss for collection fees, etc. If the business were continued, of course these accounts are perfectly good, subject to the usual charge for bad debts.

"The item of \$3,000.00 for automobile parts would probably amount to \$1,000.00 for junk, but if the business is continued, and if the demand for repairs on old Yale machines is brisk, we can probably realize at least \$3,000.00 out of this stuff, and I may say in passing, that this stuff cost the old company not less than \$150,000.00 to produce.

"Leaving out of consideration the real estate and machinery, the assets as inventoried, amount to \$187,504.00. I make the statement in this form for the reason that the mortgage certainly covers the real estate and machinery, although as drawn, it purports to cover material in the stock room and everything owned by the company. As I said before, the total indebtedness, August 1st, was \$727,378.37. Assuming that the real estate, buildings and machinery were sold for \$100,000.00, there would be a deficit on the bonds of \$100,00.00 that would leave the amount of the general and unsecured indebtedness, \$627,378.37, against which we have assets covering face value of \$187,504.95.

"If these assets are sold under the hammer and the receivership wound up, I do not believe that more than \$75,000.00 or \$80,000.00 will be realized, out of which must be paid court costs and the expense of operating the receivership, as well as a claim made by the Tax Inquisitor for back taxes amounting to \$7,000.00 or \$8,000.00.

"It seems obvious from the foregoing that unless this plant is sold as a going concern, there is practically nothing left for

the creditors, and I respectfully submit this to you at this time whether liquidation is desirable under the circumstances.

"Operation under a receivership for a year is perfectly feasible, and I am thoroughly satisfied that we will make a very handsome profit, but we would be obliged to raise about \$125,000.00 by receiver's certificates in order to properly conduct the business, but as interest is accruing constantly on our indebtedness of \$727,378.37 at the rate of say \$45,000.00 a year, the reduction in the claims of creditors is not at all probable until the plant is sold."

English Imports Decline.

During the month of July past, the imports of cycles and parts into Great Britain showed a slight decline over those for June although a greater number of complete machines were brought into the country. The gross valuation of the 215 complete machines imported was \$7,125—\$59,990 worth of parts also entering. The deduction for re-exports, however, brought the final combined total down to \$60,700. The corresponding figure for July, 1905, was \$65,650. For the first seven months of the current year, the net importation is given as \$453,280, as against \$385,820 for the same portion of last year.

The exports, on the other hand, established a record for the year as well as developing a good increase over the same month in 1905, 7,520 complete machines being sent out as against 3,317 in July last. The total valuations were, respectively, \$193,350, and \$112,530. The total valuation of components sent out amounted to \$328,870. Thus, the total valuations of machines and parts for the two years work out at \$522,222 for 1906, and \$374,155 for 1905, while the corresponding total for 1904 was but \$299,460. The combined total for the first seven months of this year, figures out at \$3,372,495, which is an increase of \$746,030 over the business done up to the end of July, 1905.

The Pope Annual Outing.

In accordance with long established custom the Pope plants at Hartford were shut down on the 17th inst., and the entire working force, from the officers of the company down to the apprentice boys, went for a day's outing to Savin Rock, just east of New Haven, and about fifty miles distant. The trip was made in automobiles.

Maltby Declares a Dividend.

Creditors of John W. Maltby, the Little Falls (N. Y.) dealer in bicycles and sporting goods, who failed some time ago, will receive a dividend of 24 per cent. The final meeting was held before Referee Comstock last week and the dividend declared.

Rubber tubing which has become hardened through disuse may be rendered pliable by soaking for some time in a strong solution of pure aqua ammonia.

LIGHT ON THE MUFFLER

It Has Other and More Important Functions Than Silencing.

While the muffler has come to be considered a necessary and almost indispensable appendage to the internal combustion motor, the fact remains that many motorcyclists fail to appreciate its true value, and are not apt to content themselves with harboring the idea that its only intent is that of silencing the noise of the exhaust. That this, while a large part of its function is not all, and indeed, that were it not really essential in many cases on that account, it would still be useful for another reason, is something which is not sufficiently appreciated among the class of non-technical users.

In order to better understand what is expected of the muffler, the conditions under which the exhaust takes place should be considered carefully. At the instant of opening the valve, the pressure within the cylinder may be anywhere from twenty to fifty pounds per square inch. The release of the exhaust produces very much the same effect as the firing of a gun, that is to say, the gases shoot out into the atmosphere with great velocity, creating eddy currents about the mouth of the exhaust port, and producing a detonation not unlike that of a gun-shot. This takes place when they are released directly into the air from an orifice, and is intensified in proportion to the pressure and volume of the gases, and the diameter of the outlet passage.

Besides making a noise, a certain amount of work must be done by the column of hot gas in boring a hole for itself in the air, so to speak, and this work, the disturbance which it creates being indicated by the sound, is entirely wasted in the surrounding air. Were it possible to reduce the pressure of the gases before releasing them, more useful work might be extracted from them, and less would go to waste, but for various reasons, it is expedient to release the charge at a comparatively high pressure, and hence the loud and forcible discharge from an open exhaust port, is an inevitable accompaniment of the small high speed motor such as is applied to motorcycle construction.

Considering the state of the gases themselves, it is known that their condition depends upon the relative temperature, pressure and volume. Or, in other words, lower the temperature and the pressure will be lowered, and lower the temperature at the same time increasing the volume, and the pressure will be lowered to a still greater extent. This is a rough derivation of the fundamental laws of heat. If then, the gases from an engine be allowed to expand and cool at the same time, they will be robbed of their pressure to a certain extent, and the effect as far as the world outside is concerned, will be the same as though

they had been retained in the cylinder until they had attained the same state. Thus the application of this treatment to the exhaust produces a silencing effect, which was the sole intent of all mufflers for many years.

But, on the other hand, by directing them through a suitable passage or series of passages, where this change is consummated, two effects are noticeable. Thus, the cooling and expansion tend to lower the pressure, and the powerful rush of the gases at the instant of release set up a series of currents in the container, or muffler, thereby producing a sort of suction behind them owing to their momentum, during the latter part of the stroke when the pressure within the cylinder has fallen considerably, thus tending to "drag" out the remaining volume of the exhaust by the natural tendency toward equalization of pressure. In addition to this, the reduction in pressure due to the change in condition of the gas in the muffler, results, if carried far enough, in the formation of a partial vacuum in the exhaust pipe, thus increasing the "drag" on the cylinder contents and helping to perfect the exhaust process. Thus both tendencies, work to the same end in getting out of the cylinder a larger proportion of the gases contained in it at the time of release than otherwise would be possible.

All this is seemingly very complicated, and were it stated as bald theory without other substantiation, might pass as nonsense. But within a year or two, tests carried on by many experts have developed beyond a doubt the fact that proper muffling, instead of diminishing, actually increases the power of the motor. It is true that the mufflers fitted to many motorcycles, are not efficient in the sense of increasing the power, and of those in actual use, the greater majority, through becoming foul and clogged with soot and mud, are even a load upon the motor, yet this state is not a necessity, nor does its existence indicate that the muffler is a drawback upon the action of the machine.

The conditions which make for the greatest efficiency in the muffler are, ample room for expansion, freedom from an excessive number of sharp bends or small passages which are likely to clog or hinder the passage of the gases to the outlet, and ample cooling surface. In addition to this, it is essential that the organ be kept clean and free from stoppages of any sort, and that accumulations of mud upon the outside, or the presence of any other parts which might shelter it from draughts or prevent the radiation of its heat, be avoided as far as possible. These are particularly to be guarded against on the motorcycle where the muffler is of necessity exposed to flying mud and dirt at all times. Granted the fulfillment of these conditions, and the effect of the muffler cannot be otherwise than beneficial as causing an increase in power, which even though slight, still serves a useful purpose in the life of the machine.

FOGLER BACK FROM SALT LAKE

Returns Unaccompanied, but Not Empty-handed by any Means.

Joseph Fogler, of Brooklyn, part winner of last year's six day race, breezed into the Bicycling World office Wednesday, having just returned from a sojourn among believers in plural marriage at Salt Lake City. He came alone, however. Fogler appeared well in mind and body, and carried a healthy coat of mountain tan. He was decorated with several large diamonds, and explained that his racing season in Salt Lake had not resulted in pecuniary loss.

"Yes, I made a little money," he said, "and I only came back because I was afraid of getting sick. The cold, wet season is beginning in Salt Lake now and to one not used to the climate, typhoid fever is the easiest thing in the world to contract. I have not been feeling well for the last two or three weeks, so I thought I had better three and twenty myself home and see the folks. It is ten to one that I would have gotten typhoid if I had stayed in Salt Lake, being unaccustomed to a certain extent, and that would have kept me out of the six day race. Walter Bardget is moving fast and he and I may team up for the big money."

"There is no doubt but that a person can move a bicycle along fast in Salt Lake. The rarified air makes one feel like he is riding on air, so it is not surprising that so many records are broken. I started in riding a 96-inch gear, but soon found it too low and changed for 104."

"If P. T. Powers, C. B. Bloemke and Floyd McFarland come to terms New Yorkers will certainly see some good racing. "Mac" wants to bring on a bunch of ten riders who are willing to sign up and if Powers will open up the Garden and give him a chance to manage the six day race he will come on. The plan is to hold sprint races here and at Vailsburg this fall. "Mac" will stay here and ride in the six day race and will bring over the leading sprinters from Europe and Australia next summer. I know a man willing to finance a track in Brooklyn, and with tracks open in New York City, Newark, Brooklyn and Boston there would be a good circuit. There is also a plan to build an indoor track in Salt Lake this winter, but that has not been decided yet."

Double Event at Valley Stream.

The Edgecombe Wheelmen of New York City, will hold the first of its series of club championship races at Valley Stream, L. I., to-morrow, September 2. Otto C. Brandes will be the lone rider on scratch. The 15-mile handicap race of the Roy Wheelmen, which was on the calendar for September 9th, has been moved forward one week and also will be held at Valley Stream to-morrow. Both races are for club members only.

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Worthy of the Nation
they Represent

Are you *well* acquainted with them?

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials
of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 1, 1906.

Warning to Subscribers.

We have been advised that an individual who calls himself Kennett and states that he is the authorized representative of the Bicycling World, is circulating through the New England States soliciting subscriptions. From some source or other unknown to us he has obtained information which enables him to swindle old subscribers successfully. His plan is to seek renewals and he offers as an inducement the dating of the new subscription January 1st, 1907, thus giving fourteen or fifteen months for the price of a year's subscription where the old one is about to expire and the knowledge he has of the latter lends color to his story. He is provided with a half filled blank sales book of the kind to be had at any stationer's and talks familiarly of the officers of this company. Payment is requested in the shape of a check to the order of the "Bicycling World, Kennet, Representative," for the reason that otherwise the alleged solicitor will not get his commission. He was last heard from at Westboro, Mass., where he worked his game successfully and is described as a man of slight build, medium height, florid complexion,

light hair, somewhat bald in front and shabbily dressed. No such individual has been authorized to solicit subscriptions for the Bicycling World and subscribers are accordingly requested to be on their guard against anyone who comes to them with the above or a similar story, regardless of the aliases he may assume or the apparent authority he displays. We will be pleased to receive further information of his movements that may lead to his arrest.

Pleased With a Rattle.

It is a matter of history that the first two articles ever made of aluminum were a medal for a king, and a rattle for a baby prince, his son. And it is needless to speculate as to which of them was the better pleased with his new toy, the father or the son. Suffice it only to say that neither tired of his novel possession so long as it was new. Perhaps it is not a matter of insult to the human race to say that in common with kings and princes, men in general are better pleased with brand new things, or with old things which are new to them, than with those to which habit and custom have made them too well acquainted. However that may be, tickle a man with a new idea, and he will laugh every time, and keep it hot until he can pass it on to the next one.

Here is an idea for bicycle club officials to keep in mind. It is novelty that pleases most. Pleasing the members means keeping them together. Keeping them together means strengthening the hold of the club upon them, and that, in turn, implies that their unity will attract to their standard other members, who in their way, will help to continue the amalgamation. Novelty in racing, however, need not mean "stunty" races which cater to a whim of the strongest headed man in the club, nor in road riding, needs it imply feats of endurance or skill which will tax the patience and faith of the best rider almost to the limit. Novelty may become too radical, in other words. But novel schemes worked out on a sensible basis, with plenty of good riding and keen sport in the objective, this sort of novelty makes for club activity and club strength.

Racing as a Drawing Card.

That inimicable patron of the idle public, P. T. Barnum, taught to a long following of promoters a gospel never taught before, and one worth learning. His method, which was of unquestionable success, was

to offer the people something they thought they wanted to see. And, of course, after he had secured the attraction, he was not slow to get about spreading the tidings.

The plaint that bicycle racing has no longer the power of drawing the crowd, is all wrong. It has the power in latent form, as is shown by the continued prosperity of the six-day race at Madison Square Garden from year to year, as is shown by the results attained during the season at Salt Lake City this year, as shown by the reports of attendances varying from ten to forty thousand persons at the European attractions on a recent Sunday. More than one hundred thousand people watching cycle races at the same time and on the same day! Can it be true that cycle racing has no further power of attracting the masses?

Last Sunday, the Vailsburg track enclosed its largest crowd of the season. More than double the record for the year, was counted up in gate receipts. And in the explanation of this sudden increase after a temporary suspension of business for lack of patronage to a certain degree at least, is to be found the basis for the assertion. The Vailsburg management first made up a good card with plenty of wood-type attractions, and then it issued a regulation circus bill-poster, with picture and all, which, despite its reckless waste of ink, worked the required magic. Out in Salt Lake City, they have been advertising all summer long, not races, but attractions, not performers, but stars. They have scheduled a good program each day, and then spread the news. And the result has been an average of thousand-dollar gates twice a week, and every week.

The astute managers of the great metropolitan theatres, who can give most everybody cards and spades on advertising, play their stars for trumps, with honors to the show. The fact that there is a performance every night, is confined to pretty small type, for if the people know what they want to see, they can be trusted to find out when it comes off. In the same way, bicycle racing for the continuance of its existence and for its increase, needs to be run on a similar principal. Gather in the stars, match them in a way that will force them to work, and work hard, and the people will come—if they knew. And they will know, if they are told properly. A great deal depends upon the advertising, to be sure, perhaps more than would seem possible, but after all, the show's the thing.

THE OTHER FELLOW'S WOES

Always of Interest to the Novice and Help
Solve His Own Riddles.

Why the motor refuses to "mote," or why it heats too much, or any other of a hundred whys, are always absorbingly interesting to the novice, no matter how frequently they appear. Seldom is it that the chronicler of his own woes fails to hit upon the difficulty which has caused the heart break of another somewhere or other, and too, seldom is it that the method he employed successfully in extricating himself from his own predicament, will fail to apply in some other similar case.

A frequent source of overheating is traceable to the fitting of a new exhaust valve, the spindle of which is somewhat shorter than the one it replaces, says an exchange, taking up the list where someone else left off. This gives too great a clearance between the valve tappet and the spindle, with the result that the valve opens later and closes earlier, thus retaining a considerably greater proportion of the products of combustion, and loss of power and overheating are the consequences. The clearance between the tappet and valve spindle should be at least one millimetre, or, in English measurement, one twenty-fifth of an inch. This is quite sufficient to allow for the spindle elongation when hot, and at the same time permits as effective an exhaust as possible with the present design of engine.

If too great a clearance exists between the tappet and valve spindle, it can easily be remedied by making a cap to fit the tappet. Cut from a piece of sheet steel of suitable thickness a disc slightly larger than the tappet diameter. The edges of this can be turned over to fit the end of tappet. This is easily done by taking a punch or piece of hardened steel of similar diameter to the tappet, and clamping it in a vise. The edges of the disc can then be hammered over. This cap is then placed over the end of tappet. The improvement in running and power will be immediately apparent.

Loss of power is often traceable to a weak accumulator. Testing the spark by detaching the plug or the high-tension terminal, and sparking it to earth, meanwhile "twiddling" the contact blade, only serves to mislead, as the results under compression are very different from those attained in the open air. The remedy is to put in a freshly-charged accumulator, but if this is not possible at the moment adjust the contact screw a little closer and also the sparking plug points.

If the accumulator has been attached to its wire terminals in the accumulator case for a few weeks, the positive terminal will very often get corroded and firmly fixed in its position so that it is impossible to remove it by hand and release the terminal. A tip for removing a corroded terminal—

and it acts like magic—is to heat to a red heat a piece of iron (the end of the kitchen poker will do), and hold the hot end against the corroded terminal; or a pair of hot pliers will do as well, but mind you do not burn your fingers. When well warmed, the terminal nut will unscrew quite easily. The screw terminal should then be thoroughly cleaned and some ordinary paraffin candle wax run round it. The nut and screw terminal should be vaselined; it will prevent it corroding again, or, if it does corrode, render removal easy. Of course, the rider should be careful when practising this tip, not to let the red-hot iron come in contact with the celluloid case of the accumulator. To avoid risk of accident, it is far better to cut the wire through where it is joined to the terminal, so as to take the accumulator from the machine, and then proceed as above, to detach the corroded fastening nut. Afterwards make a fresh loop in the wire or attach a fresh terminal end.

Don't test the circuit by continually "twiddling" the contact blade; it short-circuits the accumulator. The resistance in the primary windings of modern coils is very low, and during the slow contact made by hand the ammeter, where the coil is a plain one, if put in circuit, will show a very high amperage momentarily flowing. It is bad for the accumulator, and may damage the coil by overheating the primary winding, thus breaking down the insulation. Likewise with a trembler coil it is bad to make contact for too long a period. Even some of the best trembler coils on a short circuit take anything ranging from two to four amperes, according to the adjustment, though a good working spark can generally be obtained with two amperes. To let even two amperes flow for any period might overheat the primary winding and damage the coil. It may be noted that with a plain coil and make and break contact a good working spark is obtained with much less flow of current; in fact, for economy and speed the make and break and plain coil are preferable, while for ease of starting a wipe contact and trembler coil have the advantage.

Another source of overheating is traceable to the carburetter. A perfectly well-behaved carburetter, when the machine is at a standstill, with no trace of overflowing, will often continually flood when the machine is in motion over a rough road. Given a smooth road, the engine will run perfectly. When examined, no fault will be apparent, because the flooding immediately ceases. Examine the spray jet, and if correct, grind in the needle valve of float chamber with crocus powder, not emery; also carefully examine the float.

A Motor Cyclist.

"I was in the smooth, swift flight of a free-wheel jaunt down a long incline between Newbridge and Kildare, when a fellow-man streaked past me on a motor-cycle.

FIXTURES

Sept. 3—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

September 3—Dongan Hills, S. I., N. Y.—Five-mile motorcycle race; open.

September 3—Boston, Mass.—Track meet at Revere Beach.

September 3—Newark, N. J.—Track meet at Vailsburg.

Sept. 3—Denver, Col.—Denver Motorcycle Club's twenty-five mile motorcycle road race; open.

Sept. 3—Wheeling, W. Va.—Bicycle and motorcycle race meet at State fair grounds.

Sept. 3—Chicago, Ill.—Century Road Club Association's annual 100-mile road race; open.

Sept. 3—Atlantic City, N. J.—Atlantic Wheelmen's 10-mile handicap road race; open.

Sept. 3—Chicago, Ill.—Chicago Motorcycle Club's 292-mile endurance contest; open.

September 8—Dongan Hills, S. I., N. Y.—Ten-mile motorcycle race; open.

September 9—Brooklyn, N. Y.—Century Road Club Association's annual record century run; open.

Sept. 9—Valley Stream, L. I.—Roy Wheelmen's fifteen-mile handicap road race; closed.

Sept. 16—Brooklyn, N. Y.—Century Road Club of America's one hundred mile record run.

Sept. 22—Providence, R. I.—Providence Motorcycle Club's race meet; open.

Sept. 23—Valley Stream, L. I.—Century Road Club Association's twenty-five mile handicap road race; open.

Sept. 30—Valley Stream, L. I.—Roy Wheelmen's Inter-State cycling Derby for twenty-five mile road championship Eastern States; open.

"He wore a leather suit of clothes. He wore a leather head-dress, and his countenance was protected by a leather veil furnished with windows. He was vibrating like a tuning fork, and the tail of his leather coat was fluttering boisterously in the wind, which gave him a very tumultuous appearance.

"His flying tires licked up the dust of the road with a hiss, and scattered dust behind him. His motor coughed nefariously, and set forth upon the air certain diabolical fumes such as Dante must have sampled during his tour through the regions of Woe Eternal."—Ex.

When the motor seems to be missing do not cut out the muffler to investigate. Instead, throttle down slightly and advance the spark until the piston begins to knock, when the actual state of affairs can readily be determined.

RECORD CROWD AT VAILSBURG

Management Tries a Little Publicity and Result is Instructive.

Since the management of the Vailsburg board track discovered on Sunday last, 25th inst., that liberal advertising and featuring stars is sufficient to bring out a record-breaking crowd, there should never again issue that plaintive and inexcusable cry, "Bicycle racing doesn't pay any more." At last Sunday's meet, for the first time this year, nearly every seat in the grandstand, the boxes and the bleachers was taken and this despite the fact that there was a double header baseball game on at the local diamond and the clouds threatened a down-pour every minute. The reason such a crowd—numbering about 4,000—came out is easy to explain. The management had issued some new posters, printed in colors and with pictures, featuring a certain race. That was all, but it was sufficient to attract the largest crowd of the season.

The feature race of an interesting program was the least uninteresting event of the afternoon and to paraphrase a simile, the "riders were willing but the motors were weak." The intended feature was to have been a 15-mile motorpaced race between Johnny King and Joe Nelson, the latter who has just re-entered the game after several years' retirement, but after several disappointments with the motors, and after one heat had been run, the race had to be called off on account of a wet track.

After many trials and experiments with the pacing machines, the men finally started the first five-mile heat. It was from a flying start and Bob Hunter was in front for King and Harry Belden rode the machine for Nelson. Neither motor was equipped with rollers, which made the going extra hazardous. Nelson made a quick getaway and led at the ending of the first lap, but soon after his pacing machine developed a bad case of balkitis and King came to the front for a lead of two laps. Nelson passed King in the mile lap, but in the next King came to the front again and was never headed, lapping Nelson in the third mile and ultimately winning out by $1\frac{3}{4}$ laps. It was not Nelson's fault that he was beaten. The fault was divided between his machine and his pacemaker. If Belden ever had any license to ride a pacing machine with a man behind he certainly did not show it Sunday. First he would slow down to six miles an hour then suddenly throw the throttle open wide, repeating the operation every little while. The result was that Nelson had to "bat his head off" one minute to hang onto the machine and the next minute back pedal to keep from running past it. It was a wonder the plucky little rider was not "killed" off much sooner. In striking contrast, Hunter guided King's machine at an even gait all the while. The second heat was started soon after the first, but it began to rain

just as Belden's miniature locomotive began to cough despairingly, so the referee thought it best to call the race off. The official announcement was that someone had tampered with Belden's machine, and that he had found stones and bits of iron in the engine base. An "attempt" will be made to discover the offenders. Something must have been the matter for Belden's machine ran like it had a lost hope in its lungs. Excepting this disagreeable feature, the races were good, although the weather threatened a postponement several times. The "fans" in the bleachers were of the dyed-in-the-wool sort that water does not fade, and they sat out the several showers while the élite in the boxes scampered for shelter.

The first race was the always-interesting half-mile novice and it was won easily by Frank Lane, of the Edgecombe Wheelmen. If the *Bicycling World* man is not mistaken Lane won a novice at Madison Square Garden, on the night of September 11, last year. William Hier, of Newark, finished second and Courtney Peer, of Springfield, was third. Several other riders who have gotten novice medals under one name or another were noticed in the heats. "Ring-ing in" is becoming a habit at Vailsburg lately.

One amusing thing happened in the final heat of the quarter-mile amateur from a flying start. The negro, Spain, determined to get in on the money so he hung onto Mock's rear wheel, or at least he tried to for ten yards, but Mock's stride was just a trifle too fast for the work-shirker. The finish between Cameron and Sherwood was exciting. Magin let Cameron down on the pole and the armory expert held this position and led into the stretch, with Sherwood coming up on the outside. The battle down the stretch between the clubmates was a good one, Sherwood winning out by a half wheel. "Hardluck" Wilcox broke his hoodoo and got third from Martin Kessler, of the Tiger team, by inches. The time was 0:29 $\frac{3}{4}$.

Just after this it began to rain and although the band played "Wait 'Till the Sun Shines Nellie," "After the Clouds Roll By," and other airs of a conciliatory sort Jupiter Pluvius would not let the races be resumed until 4:15 o'clock. A part of the crowd started for the box office and rain checks but most of them came back when the clouds broke.

Instead of the carded two-mile professional handicap a two-mile lap race was substituted and it proved easy money for the John Bedell-Rupprecht combination. "Hen" Appleton gave his famous "all out" sprint on the first lap and actually got a dollar. John Bedell came to the front in the second lap and instead of remaining there went out and as the riders crossed the tape for the third time Bedell had gained a lead of several yards. He increased his advantage to 40 yards at the first mile and was still leading by a big

margin at the fifth lap but seemed to be tiring fast. Then Rupprecht went out, caught Bedell and paced him for a couple of laps. Rupprecht and Bedell entered the home stretch all alone with Schlee in behind, separated from the rest of the bunch. Bedell came by on the outside and crossed the tape half a length in front of Rupprecht. Schlee got third and "Herr" Krebs fourth.

The five-mile amateur handicap was run in one heat and Sherwood of the New York A. C. and McDonald of the Tigers were on scratch with George Cameron nearest on 15 yards. At the first mile the field had separated into three divisions, Otto Brandes, Arthur Wilcox, Emil Koster, N. Wickstrom, R. Sheridan and several others being in the first division. At two miles the low markers had caught the second bunch but by judiciously exchanging pace the long markers had increased their lead. Brandes led at three miles and at this distance Sherwood was put out of the running by an exploding tire. Up to this time McDonald and Sherwood had done most of the work for the bunch. Magin took a flier with Cameron on, but the distance was too great for them to catch up to the leading bunch. At the bell lap Brandes went out and finished $2\frac{1}{2}$ lengths in front of Wilcox. It was a good race for the long markers and Brandes and Wilcox deserved all they got.

Thirteen "pros" started in the miss and out race and Halligan was the first to be counted out. Canfield was the next to go down and Hill also quit by mistake. Appleton was the last man across the tape on the third lap and the next saw the finish of Judge. Triebal was called from the track on the fifth lap and John Peters quit for the same reason that Hill dropped out—because some of the older cash chasers told him to. Hill and Peters will know better next time. Dupuis was counted out in the next lap and then came Davenport. Krebs was then called but he failed to heed the call and finished the last lap with Bedell, Rupprecht and Schlee. Bedell won by a length from Rupprecht with Krebs next. Krebs characteristically raised a rumpus because he was not given third money, but as he was called from the track and had no business to finish with the others, the argument was entirely one-sided.

One of the spectators was Dave Mackay, who broke his collarbone in a fall the previous Sunday. Mackay tried to take an interest in the proceedings, but his interest was naturally a bit forced. Following are the summaries:

Half-mile novice—Final heat won by Frank Lane, Edgecombe Wheelmen; second, W. Hier, Newark; third, Courtney Peer, Springfield. Time, 1:11 $\frac{1}{2}$.

Quarter-mile open, amateur (flying start)—Final heat won by Charles Sherwood, New York A. C.; second, George Cameron, New York A. C.; third, A. R. Wilcox, National A. C.; fourth, Martin Kessler, Tiger Wheelmen. Time, 0:29 $\frac{3}{4}$.

Five mile handicap, amateur—Won by

Otto C. Brandes, Edgecombe Wheelmen (260 yards); second, A. R. Wilcox, National A. C. (300 yards); third, N. Wickstrom (280 yards); fourth, Richard Sheridan (320 yards). Time, 11:38.

Two mile lap, professional—Won by John Bedell; second, Edward Rupprecht; third, Charles Schlee; fourth, Floyd Krebs. Time, 4:27½. Laps—Bedell (4), Rupprecht (2), Appleton (1).

Miss-and-out, professional—Won by John Bedell; second, Edward Rupprecht; third, Charles Schlee; fourth, Floyd Krebs. Time, 5:23. Distance, 2¼ miles.

Five mile motorpaced match, professional—First heat won by John King; second, Joe Nelson. Time, 10:24. Second heat called off on account of rain.

That Gold Cork Again.

The new Brooklyn bicycling organization, the Prospect Park Cork Pullers, held their weekly 'cork pulling' race on Sunday last, 26th inst., the course being down the Fort Hamilton road to Bath Beach, to Twenty-second avenue to the Coney Island cycle path and thence to the bridge over the creek, a distance of 11 miles. Nine aspirants for the gold cork started, the line up being: Lou Wentz, Herman Lind, J. H. Bennett, Carl Erricson, Frank Fisher, "Carry" Hoppe, Peters, Charley Reynolds and Sam Barnett, not counting several outsiders who wanted to be in at the finish. All but five riders had their "cork pulled" before Bath Beach was sighted and the sprint for the gold cork started a half-mile from the goal. Weintz made a steal and gained twenty-five yards before Fisher pulled him down, with Lind hanging on. Fisher won out by a foot. The percentage now stands: Franklyn Fisher, 7 weeks; Arthur Demarest, 2 weeks, and Carl Erricson, 1 week. Owen J. Devine, Harry Bennett, H. F. Cranston and Gus Perden added their names to the roll last week. Devine joined because he thought "Sir" Walter Raleigh might feel lonesome without someone to assist him in expounding Chesterfieldian etiquette. The others are fast floor riders and went in to keep an eye on Military Champion Weintz's condition.

Motorcycle Races at Wheeling.

In connection with the outing to be held on Labor Day at the State fair grounds, at Wheeling, W. Va., under the auspices of the Ohio Valley Trades & Labor Assembly, several bicycle and motorcycle events will be programed. As already decided there will be a one mile open, several motorcycle events being arranged.

On Labor Day, Monday next, the Atlantic Wheelmen of Atlantic City, N. J., will hold a ten-mile handicap race, open, on the new automobile boulevard. The riders will go out two and one-half miles and return, then go out again and finish. Quite an attractive list of prizes has been donated.

WALTHOUR REJUVENATED

Gets His Stride Again Suddenly and Makes Some New World's Records.

According to advices from Paris, Robert J. Walthour has recovered his old-time form and at the Parc des Princes track in Paris, Sunday, 19th inst., the American, in addition to winning the feature event—an hour paced race—set up new world's records for 60, 70 and 80 kilometres and a new distance for the allotted time. Walthour's figures are records for a paced race without windshields, that assistance having been done away with in competitive events.

The one hour paced race was the feature of the meet, and the starters were Walthour, paced by the inimitable Gus Lawson; Bruni, Dussot and Tommy Hall. Walthour picked up his roller first and at 10 kilometers was leading Bruni by one lap and Dussot by one and one-half. Time, 7:49½. In the twelfth kilometre Dussot passed Bruni and assumed second place. At 20 kilometres Walthour was still ahead, leading Dussot by two laps, Bruni by 2 1-10 laps and Hall by two laps. The time was 14:59, about a half-minute slower than the record. At 30 kilometres the Atlantan had gained another lap on Dussot and was leading Bruni by 3½ laps and Hall by 4 laps. Time, 22:11. In the thirty-second kilometre Hall and Bruni both had tire troubles and at 40 kilometres Hall had worked up to third place, Walthour leading Dussot by 4 laps. Soon after re-entering Hall had trouble with his machine and lost several laps so that at 50 kilometres he had dropped back to last position. At this time Walthour was leading with Dussot, Bruni and Hall next in order. Walthour's time for 50 kilometres was 36:12½, only four-fifths of a second slower than the record made by Louis Mettling on July 14th.

After this Walthour called for more speed from Lawson and got it. At 60 kilometres his time was 43:16½, more than a minute better than the previous record held by Darragon. At this time Bruni was second by 10 laps, Dussot third by 11 and Hall fifteen laps behind. Then Hall suddenly discovered that Lawson had infringed the windshield regulations and laughingly protested to the judges. The judges found that Walthour's pacemaker had on his leather "knicks" which are about three sizes too large for him, and he had pulled out the sides of these so that it looked like Walthour's machine was equipped with windshields. This created fun while Hall was protesting (?).

At 70 kilometres Walthour had gained several laps on the others and Hall had abandoned the contest. Walthour's time was 50:19, against Darragon's 51:51½. The American covered 80 kilometres in 57:51½, another world's record. Less than three minutes later the pistol announced the hour and Walthour was found to have covered

51 miles 1,108 yards. The old record was held by Darragon at a trifle over 49 miles.

At the same meet Guippone, a daring Italian motorcyclist, won the 10 kilometre motorcycle race, beating out four other riders. His time, 6:09¾, is at the rate of almost a mile a minute. He rode a single cylinder motorcycle weighing 100 pounds.

Motorcycles Cavort on Beach.

About thirty-five members of the Los Angeles Motorcycle Club rode to Long Beach, Cal., on August 20th, to hold a series of races on the tide-washed strand. A stiff breeze was blowing inshore, so no time was kept. The first race was for ordinary road-gear machines, at 1½ miles, and was won by Kettle, with Swinnerton and Coyt tied for second place. C. W. Risden was disqualified for using a high gear. In the 1½ mile race for tandems, Kettle scored another victory with Frank second and Soines third. Risden captured the "high speed gear" race easily, Phillips running second. There were 14 starters in the water melon race, at three miles. Each rider had to carry a 15-pound melon, ride to the turn, dismount and walk around the officials; remount and carry the melon to the finish. Several stopped to taste the fruit along the course. Risden proved the best "delivery van" and beat Kettle to the tape. While practicing on the beach in the morning, Fred Bruner and Dick Galloway came together in a head-on collision. The impact hurled both riders in the air and they fell heavily on the hard-packed beach. Bruner was painfully injured about the chest and Galloway sprained both wrists and an ankle.

Old Team Reorganizes.

The Navarre Team, with headquarters at 325 West Thirty-ninth street, New York City, reorganized on Wednesday of last week. The election of new officers was quite spirited and resulted in the election of the following: President, George Henn; secretary, Fred Smith; treasurer, Ed. Meyer; captain, John Ferari; chairman, Dan Simmons; pacemaker, Wallie Baird; sergeant-at-arms, Hardy Jackson.

Chicago Century on Labor Day.

The western division of the Century Road Club Association will hold its annual 100-mile handicap road race, at Chicago, on Monday of next week. The course will be Chicago-Libertyville-Waukegan. Several out-of-town riders have signified their intention of taking the measures of "Farmer" Blum and other Chicago long-distance road cracks.

Misfiring in a jump spark system is often caused by the unequal wear of the contact segment and insulating material in the commutator. This causes the contact maker to "chatter" at the time of closing the circuit, sometimes even jumping clear over the contact piece before fully recovering itself.

NO MATCH FOR THE ORANGEMAN

Lawson Succumbs to Kramer in a Hard-Fought Battle for Supremacy.

Salt Lake City, Aug. 29.—(Special)—In one of the hardest fought match races ever witnessed at the track here, Iver Lawson went down to defeat before National Champion Frank L. Kramer, last night. Four thousand spectators watched the battle between these two fastest sprinters of the world. Last night's race was the first of the series of three that has been arranged between Kramer and Lawson and the East Orange rider showed that he is stronger than the Swede.

The race was at two miles and Kramer won out by a clean length. Conditions of the match called for the men to be paced to within two laps of the finish, and W. E. Samuelson, on a single bicycle, cut out the pace. Instead of going all out from the pistol Samuelson started slowly and did not begin to unwind until the first mile had been covered. For six laps the Mormon, with Lawson on his wheel, carried them at a fast pace, then swung out to let the contestants go alone for the last two circuits of the boards.

Lawson had the pole and jumped to the front with Kramer following. At a lap and a half to go the champion began his fight and for a full lap the spectators were treated to a magnificent neck and neck struggle for supremacy. Several times Kramer tried to go by on the bank, but Lawson staved him off. Upon entering the stretch Lawson was seen to tire and just then Kramer brought his superb jump into play and flashed past, leading Lawson across the tape by a good length. Kramer's thrilling victory over the Salt Lake sprinter caused a wild tumult among the spectators and the vast throng arose with one accord and paid homage to the conqueror. Thousands of dollars have changed hands as the result of the race. The men meet again Friday night in the final races of the series, at one and three miles.

Salt Lake City, August 23.—It has all been patched up and Iver Lawson will meet Frank L. Kramer in a series of three match races after all. . On August 28th, the two men will meet in a two-mile race and on August 31st the other two races at three miles and one mile each will be ridden. This was announced today when Lawson was reinstated and the Salt Lake "fans" will be treated to the greatest bicycle match race in their careers. Until last night there was little hope of bringing these two riders together again, but Manager Chapman busied himself since the time Lawson refused to ride the second heat with Kramer, after winning the first of the series. Chapman's efforts have resulted in another big purse being hung up, Kramer

and Lawson each receiving \$1,000 to ride. Kramer's trip has been quite profitable as he got \$1,000 for the races that Lawson lost to him by default, Downing and Samuelson being substituted in Lawson's stead; \$100 for riding two exhibitions and the additional \$1,000 for the forthcoming series with Lawson.

There is not one person in a hundred here that knows Lawson's real reason for throwing up the sponge last week. The published reason, blaming adverse newspaper criticism, is all tommyrot. Lawson was after big money and he got it, although not in a way at all to his credit. It seems that Lawson signed a blind contract with the management here at the beginning of the season; that is, he signed to ride all season in Salt Lake for the chance of riding the match with Kramer. Lawson had been led into believing that the contract called for better than that and he had been riding under this impression all along. When he was actually brought to a true realization of how matters stood he was mad to think he had been, as he termed it, "given a lemon," and he was sore clear through.

Then after he had trounced Kramer in the first race, Lawson saw a way to "even up things" with the management. He threw up the gauntlet and refused to ride the second race against Kramer. So doing, he went into retirement and Chapman and other persons interested in the saucer management could not find trace of Lawson for four days. Then he uncovered himself and that he and the management fixed up terms suitable to the former, the present outcome proves beyond a doubt.

There is more interest manifested over the race between these two riders now, than before the squabble. Those critics who hinted of fakes, et cetera, before, may well keep their opinions silenced for these races will be for blood and there is no mistaking it. Both men will ride to win and as Kramer is plainly in better condition now than he was a week ago, the outcome is most difficult to determine. Lawson has his adherents still, but the Kramer amen corner is filling up every day. The Jerseyman is very popular and gaining friends all the time. For the sake of his popularity and future contracts, not here particularly, but abroad, Lawson cannot afford to lose these races, especially after what he has said, and neither can Kramer afford to get whipped, even though his record will stand more assaults than will Lawson's. The three races will determine the greatest sprinter in the world, from the public's viewpoint, and should be the means of forever bridling doubting Thomases with the bit of silence.

Salt Lake City, Aug. 25.—National Champion Frank L. Kramer had little trouble of disposing of William E. Samuelson in their one mile match race at the saucer track tonight. The best the erstwhile Pride of Provo could do was to trail Kramer across

the tape. There was nothing slow about any of the races last night, which had been postponed from last Tuesday night on account of rain. Iver Lawson rode in both professional events, won one and was prevented from copping the big money in the other by a deliberate foul on the part of Hollister, who was afterwards disqualified; Saxon Williams had his shoulder dislocated as the result of a spill and the times were all fast. A record breaking crowd overflowed the seating capacity.

The Kramer-Samuelson race was interesting as the spectators wanted to see just how bad Kramer could wallop their one-time favorite. They realized Samuelson would not be in it with the Jersey sprinter, but they were curious to see how he would stand the fight. Single pace was used for six laps. Two laps from home Kramer jumped past Samuelson and from then on simply looked over his shoulder at the other and kept the Mormon at a respectful distance, crossing the tape a length in front.

Easily the most exciting race of the evening was the five-mile lap handicap, and it resulted in the greatest mix-up at the finish. Many combinations were apparent from the start and the chief ones seemed to be between Lawson, McFarland and Pye on the one side, and Samuelson, Hollister and Fogler on the other. On the third mile McFarland punctured, leaving Lawson and Pye to work alone. As McFarland fell Saxon Williams collided with Mitten, who had been raking in lap money from a distance mark. Williams fell heavily to the track and dislocated his left shoulder. The other riders of Williams' clique had been taking turns in slowing the long markers and when Williams fell it disorganized their forces. At four laps to go Pye started to the front with Lawson on, but as Pye came abreast of Samuelson the latter started with Hollister on. As they came through the stretch, Samuelson, thinking Hollister was at his rear wheel instead of Lawson, swung up to let him go through. Hollister was riding on the outside and saw that Lawson would slip through on the pole, so he deliberately pushed Samuelson down on Lawson, using his hand to do the trick. The natural thing resulted. Lawson was shoved off the track and took a heavy tumble, while Hollister, with nothing in front of him, finished first. Downing was coming up fast and beat the Mormon spendthrift to the tape for second. Of course, Hollister was disqualified on the spot and the money given to Downing. Some of Samuelson's friends put up an awful howl, claiming the Provo man had beaten Downing to the line, but those near the tape knew differently. The result was that Samuelson got Buffaloed again, for he had to divide his money with Fogler, and then split his remaining half with Hollister.

The other "pro" race was a mile open with three to qualify in one and four in the fastest heat. In the first the riders crossed

the tape as follows: Lawson, Downing and Bardgett. In the other heat, Clarke, Hollister, Palmer and McFarland qualified, finishing in this order. The prettiest finish of the evening resulted in the final heat of this event. Four laps to go Hollister went around the pacemaker. McFarland, with Lawson on, followed in pursuit and forged into the lead. In this way they rode until less than half a lap from home, when Lawson jumped from behind and beat his side partner to the tape by less than three inches. Downing was third and Bardgett fourth.

Jack Hume, the tall and lanky one, who always tells the grandstand how it happened if he gets beat to the tape, won some really well-merited praise by his plucky ride in the final heat of the unlimited pursuit race. After several laps of fast riding all the riders were killed off except Hume, West and Holliday. West was the first of the trio to succumb and then followed a dogged and heart-breaking fight between Hume and Holliday. They were practically on opposite sides of the track. For many laps neither gained a yard and when it began to look as if the contest would last indefinitely, Hume began to sprint and after four laps of whirlwind riding overhauled the lone survivor at one lap beyond four miles. The summaries:

One mile handicap, amateur—Qualifants: J. E. Holliday (30 yards), Fred West (scratch), Antony Crebs (95 yards), J. E. Holliday (30 yards), J. B. Hume (scratch), John Berryessa (15 yards), Pete Giles (25 yards), Fred H. McLaughlin (35 yards) and Rodney Diefenbacher (45 yards). Final heat won by Diefenbacher; second, West; third, Holliday; fourth, Giles; fifth, Crebs. Time, 1:57½.

One mile match between Frank L. Kramer and W. E. Samuelson (paced by Ben Munroe)—Won by Kramer. Time, 2:04.

One mile open, professional—Qualifants: Iver Lawson, Walter Bardgett, Hardy K. Downing, Floyd McFarland, C. L. Hollister, A. J. Clarke and Pedlar Palmer. Final heat won by Iver Lawson, Salt Lake City; second, Floyd McFarland, San Jase, Cal.; third, Hardy K. Downing, San Jose, Cal.; fourth, Walter Bardgett, Buffalo, N.Y. Time, 1:58¾.

Unlimited pursuit, amateur—Qualifants: Fred West, Rodney Diefenbacher, R. Mayerhofer, Phil Wright, A. Crebs, J. E. Holliday and Jack Hume. Final heat won by Jack Hume; second, J. S. Holliday; third, Fred West. Distance, 4 miles 1 lap 40 yards. Time, 9:22½.

Five mile lap, professional—Won by Hardy K. Downing, San Jose, Cal. (20 yards); second, W. E. Samuelson, Salt Lake to-morrow, September 2. Otto C. Brandes Buffalo, N. Y. (70 yards); fourth, A. E. Pye, Australia (60 yards). Time, 10:22. (Hollister finished first but was disqualified). Laps—Samuelson (1), Clarke (2), Hollister (2), Fogler (2), Pye (4), Bardgett (4), Palmer (5), Hopper (1), Wilcox (4), Achorn (5), Geiger (1), Mitten (6).

COLLINS DOWNS MacLEAN

Lynn's Youthful Prodigy Adds an Important Scalp to His Well-Filled Belt.

Elmer J. Collins, of Lynn, Mass., added another victory to his steadily lengthening list by defeating Hugh MacLean, of Chelsea, and John Bedell, of Newark, in a three-cornered hour paced race at the Revere Beach saucer on Saturday night last, 25th inst. The result of the race was a surprise to almost everybody on the track, for although the Lynn youngster has been coming along fast of late, very few expected to see him take the scalp of the veteran MacLean. Collins's win last Saturday night keeps his record as a pace follower clean, for he has won every race in which he has started this season and has the distinction of having defeated every pace follower now in the east, with the exception of James F. Moran. Collins hopes to tuck Moran's scalp under his belt ere long. MacLean was possibly not in the best of condition last Saturday night, but Collins is worthy of every bit of credit for a clean cut victory, as he rode a magnificent race from start to finish.

The race was started from scratch, with Billy Saunders pacing Collins, Turville for MacLean and Ruden in front for Bedell. The last named was the first to catch his pace, with Collins a close second, while MacLean, who does not like this style of getaway, was half a lap behind. Collins started out to burn up the track from the start and at the beginning of the second mile was challenging Bedell for the lead. On the third lap of the second mile the chain on Bedell's pacing machine broke, and Collins went right along after MacLean until he had worked up to within thirty yards of him.

Ten miles had been covered by Collins and MacLean before Bedell swung in between Collins and MacLean. From the eleventh to the fifteenth Collins tried to get past Bedell to challenge MacLean but several times Ruden, the Newarker's pace-maker, ran wide. It looked as though a combination was afloat to do Collins and the referee warned Ruden time and again. The time at ten miles was 15:04 and at 20 miles the timers caught 29:39, pretty fast going. Collins kept about two-thirds of a lap in front of MacLean and these positions were unchanged until the twenty-seventh mile, when Bedell had more bad luck. He punctured a tire and fell hopelessly behind, so much so that it was seen that he would never again get in the running.

On the thirty-first mile MacLean lost his pace and in changing wheels lost seven laps to Collins. He got going again but Collins wisely took things easily as he then had the race well in hand and did not want to jeopardize his chances. Although he was hopelessly behind, Bedell rode a game race, finishing with some terrific sprinting in the

last minute or so of riding. When the final gun popped for the hour Collins had covered 39 miles 6 laps, which is more than a mile better than he did on the previous Saturday night when Stinson ran him so close. MacLean covered 38 miles 7 laps and Bedell 33 miles 3 laps in the hour.

The curtain raiser was a ten mile open for the simon pures, which resulted in some lively sprinting by a big field. The crowd was electrified when A. R. MacLaren and T. Connolly, of Everett, stole a lap on the bunch in the sixth mile, something which has not been done in a sprint race on the Revere saucer this season. MacLaren went out to win the fifth mile prize with Connolly after him, and the two opened up such a gap on the field that they were encouraged to keep up the sprint. Connolly won the sixth, seventh and eighth miles and MacLaren the ninth. Connolly won the final sprint with MacLaren a close second. The rest of the bunch had to ride another lap for third place and Tom Connors beat the field to the tape. The time was 25:20. The summaries:

One hour motorpaced, professional—Won by Elmer J. Collins, Lynn, Mass., 39 miles 6 laps; second, Hugh MacLean, Chelsea, Mass., 38 miles 7 laps; third, John Bedell, Newark, N. J., 33 miles 3 laps.

Ten mile open, amateur—Won by Tom Connolly; second, A. H. MacLaren; third, Tom Connors. Time, 25:20.

How Races Draw Abroad.

It is quite interesting to note the tremendous crowds that race meets draw in Europe. On Sunday, August 19th, five meets in that may cities attracted over 100,000 people. At Paris, where Walthour was the drawing card, 25,000 spectators packed the Velodrome Parc des Princes. A crowd of 10,000 saw Darragon beaten by Gunther at Cologne, and at Copenhagen, more than 40,000 persons came out to see the world's champion, Torwald Ellegaard, defeat Poulain and Walter Rutt, in a three-cornered international pursuit race. At Berlin the feature at the Stehlitz track was the Grand Prix of Berlin and a concourse numbering 25,000 persons, including the Crown Prince of Germany and his retinue, were out to pay homage to Guignard, the winner.

French P. O. to Use More Cycles.

An additional equipment of bicycles for the French postal service has just been provided for. The Under-Secretary of State for Posts and Telegraphs, M. Berard, has allotted the sum of \$4,375 for the purpose of mounting and fitting out thirty postmen with bicycles for the rapid delivery of the "pneumatic dispatched" letters of the Paris district, while a further sum of \$1,800 has been assigned for ordinary postment.

After all, there seems to be some truth in the time-worn assertion that rat-trap pedals are cooler to the feet in summer than those which are rubber padded.

NOW THREE DAYS AHEAD

Mueller Makes Up Lost Time and Still has Record Well in Hand.

Last week when the *Bicycling World* left L. J. Mueller and George N. Holden, the motorcyclists who are traveling from San Francisco to New York City, the former with the purpose in view of breaking both the present transcontinental motorcycle and one-man automobile records, and the latter to accompany him as far as he "feels like it," had reached Ogden, Utah, 845 miles from the Pacific coast and the start, at 5:20 p. m., August 18th. Then he was 3 days 8 hours ahead of George A. Wyman's motorcycle record made in 1903, and 1½ days ahead of L. L. Whitman's automobile record established in 1904; it took Whitman just 10 days to reach Ogden and Mueller 8½ days. The motorcycle record from coast to coast was made last year by W. C. Chadeayne in 48 days 11 hours 35 minutes against Wyman's previous record of 50 days. For the purpose of comparison, Wyman's time is used as Chadeayne traveled from east to west. The one-man automobile record from coast to coast is 33 days.

Mueller's troubles began after leaving

Ogden. On August 20th he got only as far as Peterson, 20 miles, a "cloudburst and h——," having deterred him, according to his postal card report. "Roads" is hardly the term for what Mueller passed over or rather, through, for most of the route was covered a foot deep with mud, and the railroad tracks were practically unrideable. On the following day, August 21, conditions were even worse than on the previous day, and at night Mueller put up at Echo, mud-covered and weary, and having covered only 26 miles that day. The total mileage from San Francisco was 891. It is evident that Holden left Mueller to battle against the elements single-handed from Peterson, for the post card mailed from Echo does not bear the Springfield man's countersign. It was originally planned for Holden to precede Mueller from one night stop to the next by train and see to it that the latter was made comfortable each night, but when Mueller left San Francisco Holden accompanied him on his Indian, with the intention of sticking to the two-wheeled machine as long as possible.

It rained nearly all of the 22nd and as the roads of eastern Utah are none too good even during the dry season, the plucky Cleveland found them almost impassible. The wet season is on now. Three days of

wallowing in this slough would have caused the backbone of a less persistent rider to slip down through the soles of his boots before this, but Mueller is of the determined kind and means to "get there," the "there" in this instance meaning New York City. On the night of the 22nd he put up at Evanston, 37 miles from Echo and 928 miles from San Francisco. The composition of the roads he waded through may be likened to pig-pen mire and railroad ties were out of the question. Add to this the fact that the going from Ogden to Evanston is all uphill work, the elevation at Ogden being 4,301 feet and at Evanston 6,759 feet, and it is readily seen that his difficulties had been more than doubled. Evanston is just across the border of Wyoming and is a typical "city" of that State, having a population of somewhere near 2,000.

From Evanston to Altamont is a steady rise, then descending as Granger is reached. From the latter place Mueller's route led up the old stage road into Green River, which place he reached on the night of August 23. For once it did not rain and he describes the roads as fairly good, although he had to take to the railroad tracks a part of the way. The day's mileage was 108, bringing the total up to 1,036. His post card bears the remark: "Fools will venture



1. A FINE STRETCH OF NEVADA HIGHWAY.
3. REPAIRING A PUNCTURE AT "103 IN THE SHADE."

2. THE BEST HOTEL IN HUMBOLT.
4. ENTERING THE FOOTHILLS AGAIN.

where angels fear to tread," giving the impression that, having gotten through three days of bordering on despair, he is hopeful and is inclined to be facetious about it.

At Rock Springs the country begins to look upward again, the elevation there being 6,260 feet, 200 feet more than at Green River. From Rock Springs on, except for one 500-foot drop from Creston to Rawlins and Fort Steele, there is a steady rise to the summit, about half way between Laramie and Cheyenne. There the elevation is a lofty one—8,590 feet. Over part of this route rode Mueller on August 24th, reaching Bitter Creek, 63 miles, that night. Bitter Creek is one of those places printed in heavy-faced type on the maps because there is a big table rock on the summit of the mountain, but there is little else, for it does not even assume the proportion of a town, even as towns go in the West. Just a group of section houses and a razed box car for a hotel—that's Bitter Creek. Wyman characterized it as Bitter Disappointment, when he reached there in 1903. The place has not changed much during the intervening years. In the day's travel Mueller encountered some rain again for a "change" and plenty of mud, getting hopelessly stuck in the latter at one place, which caused him to lose more than an hour in digging his motor bicycle out. His total mileage at Bitter Creek was 1,099 and despite the slow time he made in wallowing through the mud for the previous four or five days, at Bitter Creek he was 1 day 2 hours 45 minutes ahead of the time Wyman required to reach this point three years ago.

After leaving Bitter Creek early next morning Mueller pushed on toward Laramie. The weather was fine and the roads quite an improvement over those he had left, although some sand was encountered. His route led through Rawlins, 26 miles, and across the Red Desert of Wyoming, the third so far. Red Desert takes its name from the soil of calcareous clay that is fiery red, and the only products of which are rocks and sage brush. East of the desert the roads are much better and it was just before reaching Creston that Mueller crossed the great American divide, the backbone of the continent, where all the streams on one side flow east and on the other west. From Creston to Rawlins is 30 miles of good down grade going, and the transcontinentalist made good time, pushing on through Rawlins, through Fort Fred Steele, through Walcott and reaching Pass Creek late that night. There is not a house to entitle Pass Creek to a name, but a stage stock-tender "ate and slept" Mueller over night. This was on August 25, and his day's mileage was 103. Then he was 1 day 5 hours 30 minutes ahead of Wyman's time to this point.

The next day's run was to Laramie, Wyo., 89 miles, and 1291 miles from the start. "Weather good; roads fair, hills galore," writes Mueller. Laramie is a big city for the West and has a population of

10,000, so that Mueller was doubtless glad to put up over night where decent hotel accommodations were to be had.

The next night, August 27, and Mueller had reached Sidney, Nebraska, riding 162 miles that day, the longest single day's travel since the start. The total mileage was 1,453. Mueller's mileage on that day almost seems phenomenal, for from Laramie the road goes almost straight up to the summit, the altitude being 8,590 feet, the highest point he has reached or will climb during the trip. The weather was all that could be desired and the roads fairly good. At Sidney, Mueller was just 3 days 21 hours 45 minutes ahead of the old motorcycle record and only a few hours behind the automobile record, so it is easily seen that if no further hindrances occur Mueller will take a big slice out of both coast to coast records.

Aluminum Paint with Smell Left Out.

One of the greatest drawbacks to the use of aluminum paint, which happily is going out of fashion among the car makers to a certain extent, and which, at least according to the workman's ideas, should have been ousted long ago, or replaced with a more worthy substitute, is the disagreeable and injurious effect which the essential oil in which it is suspended has upon the olfactory nerves. That this is not a necessary accompaniment of its use, however, is pointed out by a writer in an exchange, who declares that a wholesome, non-smelling, washable varnish suitable for the purpose, can be made according to the following formula: Gum arabic, dissolved in hot water to the consistency of honey, and borax in the proportion of about one ounce to the pound of gum, stirred in to render the mass stiff. The compound is then thinned down to working consistency, like an ordinary varnish, strained and bottled for future use. If an oil finish is required, a few drops of the oil of verbenia may be added which will give a pleasant odor to the paint. Made in this way, the paint is said to be as lasting as that suspended in the odoriferous banana compound commonly employed.

Passaic River Water as Fuel.

"Wouldn't it be fine," said a member of the New Jersey Automobile and Motor Club, at a séance last week, "if we could run our cars with water instead of gasoline? It would cut down expenses wonderfully."

"Impossible," said one of the younger members in all seriousness.

"Well," ejaculated the first, "I've smelled gasoline and I've smelled Passaic River, and if the strength of the odor has anything to do with the effectiveness of the fluid, I'll gamble that a quart of water from the Passaic would drive a motorcycle further than all the gasoline the Standard Oil Company can manufacture in a year."

"But what about the man behind who has to endure it?"

Literally Fell Into a Good Thing.

That time-worn expression, "falling into a good thing," though frequently heard, seldom applies with the literal truth that it did in the case of a young Briton the other day. He was riding along with his father when in some manner he achieved a spill, fortunately landing on soft ground. As he struck the earth, his extended hand came into contact with something hard buried in the dust by the roadside, which on examination proved to be a lady's diamond ring. Of course, the pain of the fall was quickly relieved by the joy of the discovery, but it is doubtful if a second attempt would have resulted so happily.

Efficiency in Mufflers Defined.

The Technical Committee of the Automobile Club of Great Britain, having been invited by the Club Competitions Committee to state what in their opinion constitutes an efficient silencer, have laid down the following definition:

"Apart from any question of back pressure, an efficient silencer is one which renders the emission of the exhaust gases from an engine inaudible under ordinary running conditions at the distance of 10 yards from the side of a car in open road, and which is practically gas-tight everywhere except at the proper outlets."

Let the Other Fellow Do It.

Feeling the top of the cylinder head with the bare hand may be quite a certain method of ascertaining whether or not it is hot, but it is better to take the stories of those motorcyclists who are fond of telling that their motors will run so cool that they can lay their hands on the cylinder, with a large grain of salt. The average motor will be more than uncomfortably hot to the hand; it will burn even after having been run only a short time, but it will be a wise rider indeed who will be able to tell by the pain incurred whether the motor was running too hot for its own good or not.

Substitute for Court Plaster.

A very good substitute for collodion which can be prepared frequently where the regular fluid plaster cannot be obtained, is made by mixing equal parts of camphor and absolute alcohol, proportioned by weight, and making with this a solution of gun-cotton, in the ratio of one part in forty. The resulting heavy liquid when applied to a cut or bruise, immediately forms a tough thin coating which serves admirably as an artificial skin.

"In the Good Old Days."

In these days of automatic machinery, it seems strange to look back upon the days of hand-made bicycle parts. Yet the time was, not many years ago, when the balls used in cycle bearings were all made from the solid bar stock, in an ordinary lathe. At that time, 250 balls was considered a good average week's work for a man.

THE AWAKENING OF ST. LOUIS

Enthusiastic Association Creates Wide-spread Revival of Interest in Cycling.

A recent eruption of bicycling enthusiasm has overtaken the city of St. Louis, and its coming after a period in which cycling interest was practically dormant and had been for several years, is solely accounted for in the formation of a wideawake club the entire objective of which as at first conceived was to provide companionship for the riders, and facilitate the promotion of friendly runs through the surrounding country. How it has come about then, that the formation of this one club, small in numbers at first, has served to awaken an amount of interest such as has not been experienced for years, and to secure for the sport a degree of publicity which has gone far and away beyond the personal benefit to the individual members, is a matter of interest, centering about that one little word, publicity.

Publicity as an art, consists not so much in getting the general press to insert the coveted items, as in so couching them that they will be of general interest, so general, yet so subtle, in fact, that the press will gladly accept them as news. No one need waste a breath in condemning a newspaper for not publishing cycling notes, for instance, when none are offered it. Editors are not wont to exert themselves to secure items for which the reading public makes no demand, and cycling of all things, is going to be ignored unless it is shown that there is a positive demand, even though it be a small one, for cycling news. For five years or so, the only cycling matter to appear in the St. Louis papers, was of the nature of comment on its decline. All that has been changed now, however, and all through the formation of a club along proper lines, and the persistent efforts of its organizers in flooding the press with items concerning its doings until their acceptance became a matter of course, and even was looked forward to.

As has been said, the number of St. Louis road riders had shrunk terribly. But at the beginning of this season a few of the constant relics of former days, told their troubles to E. N. Sanders, of Jordan & Sanders, who made a careful canvass and finding the venture safe, worked his typewriter overtime in issuing a formal call for the purpose of perfecting an organization. This was signed by five wheelmen not in any way connected with the trade. This was done on April 14th, last, and a most wonderful change of affairs was immediately apparent. The next morning the most offensive of the dailies came out with a half column story of what had occurred, with a double heading stating that the cycle was surely coming back to favor.

By the time the city license collector got in his report, at the end of the month, another paper saw that there was a very

substantial increase in the number of bicycle licenses taken out over the month previous and the corresponding period of a year ago and dwelt at length on the significance of this fact. Only a month earlier one paper found it necessary to go back over eight or ten years' returns to compare the change in cycling interests.

Seeing that the attitude of the papers had completely changed and making the most of the opportunity, a story was at once written depicting the great pleasure of cycle touring round about St. Louis, and showing how much more enjoyment could be derived from the bicycle than from any other form of out-door recreation.

This story with the necessary photographs was accepted readily and occupied nearly half a page in one of the leading Sunday papers. Since then every note in regard to club meetings and runs has been deemed of sufficient importance to be taken, and representatives of the press even come around for news. Another half page was secured to give a complete history of the naming of the hills and places round about St. Louis, and show how little the motoring element really knew of the surrounding country as compared to wheelmen. The difficulty now is not to get the papers to give space to cycling notes, but to supply the necessary material. The ball has begun rolling so fast that it can hardly be followed.

As a result of this publicity, popular sentiment toward the bicycle has completely changed. The old timers are getting as interested as are the new generation and they are taking hold with a will. All this high class advertising, then, has come about wholly as a result of a little agitation on the part of a local dealer in getting together a live organization. Moreover, it has cost the trade and riders practically nothing, either in money or time; the dues are only \$1.50 per year for the very good reason that it costs little to operate a mere riding organization. A club house was not wanted, for past experience has shown that the more elaborate the club, the less riding would be done. By meeting but once a month very little time is required of the officers and members outside of that spent on the road.

Besides the big boom the formation of this club gave the sport, many other benefits usually result from organization, and every city and town should have at least one such bicycle club.

Club members enjoy themselves more than the unattached wheelmen; better meals and accommodations are procured when out on the road; there is more of interest on a run, and a fine fraternal spirit develops. Organization is the means of placing the sport on a much higher plane and gives cyclists greater prestige as a class; it protects and defends the rights of wheelmen and affords a ready means for getting privileges and concessions. A good live riding organization with the publicity

it receives fills the new rider with the desire to get out and explore the surrounding country; when he is once invited to take a few rides with a club he is not afraid of puncturing his tire, a fear that exists quite as much in many new riders to-day as it did in the hearts of some of their elders years ago.

Still another good influence that clubs exert is that they make for the use of only the highest grade machines and equipment. On the first run of the club in question about half the machines ridden were of the mail order variety, and though only two months have elapsed, and despite the fact that there have been no disasters on the runs, the machines have nearly all been replaced by new ones of the very highest repute.

As to the argument that almost the entire bicycle service of the day is utilitarian, that for the 50 wheelmen who ride on the road for pleasure, there are 4950 who ride only to and from work, which is very true, to be sure, this should be borne in mind; These 4950 grew from the 50 who ten years ago raced and toured; not one of them ever raised his voice or lifted a pen in the defense of cycling or to agitate any matters that tend to increase the use of the wheel. From the 50 who are making a commotion to-day there will be 4950 more utilitarians to-morrow. It is the pleasure side of cycling that developed the use of the bicycle as a vehicle of utility and it is the pleasure side of cycling that will tend to increase its use as a business vehicle.

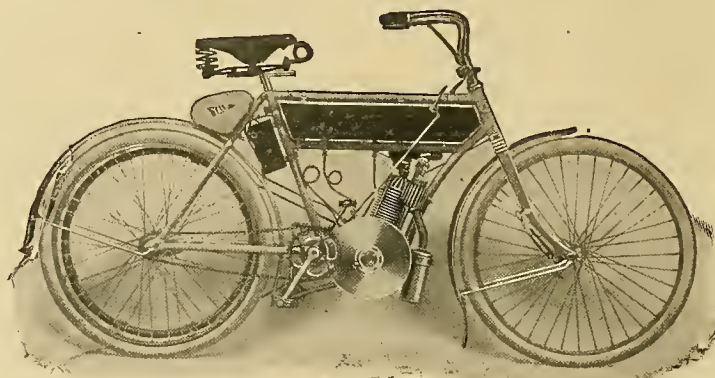
THE MISSOURI KICKER.

An Emergency Handle Bar.

A somewhat probable tale is related of a rider who had the misfortune to mistake a streak of moonlight for the sidepath, one evening, thereby getting himself into a most lamentable plight in a three-foot ditch. When he had combed some of the mud out of his eyes, he discovered that in addition to a few minor disruptions, one end of the handle bar was bent up so short that when he attempted to straighten it, it broke short off, leaving only a few inches of flattened metal outside the flashing of the head tube. The other matters being arranged suitably, he was about to attempt to ride with one hand only for steering, when he bethought him of a scheme which is worth remembering.

First hammering out the end of the kinked tube until it was opened nearly round, he whittled a piece of wood from a nearby fence-rail, until it was a good fit and drove it into place, shaping the outer end for a rough handle. Then removing the grip from the good end of the bar, he filled it with water and allowed it to remain for a few minutes, when the dry wood so swelled, that it held firmly in place. Afterward, he managed to get home in comparative peace, despite the annoyance of a bent crank and a wobbly wheel.

The "One Best Buy"



THE YALE-CALIFORNIA

Costs Only \$175

But it did all that the motorcycles selling for from \$25 and \$135 more did (and more than most of them did) in

The Most Thorough Road Test that Ever Occurred—

the F. A. M. 1906 Endurance Contest, New York to Rochester, up hill and down, and through mud and rain—

and it is doing the same thing every day in every part of the country.

As we said before — You can't pay more and get your money's worth; you can't pay less and get satisfaction.

Now is a good time to get in line. There is always a good fall trade in motorcycles.

THE CONSOLIDATED MFG. CO., = Toledo, Ohio.

EVOLUTION OF TIRE SECTION

What Long Study of Pneumatic Under Working Conditions has Demonstrated.

That there is quite as much importance in the selection and proper delineation of a tire section, as in the choice of the stock which is to go into it and its ultimate treatment in the finishing process, is a theory which is in a large measure proven by the improvement in the life and service of the better class of tires now upon the market. The old notion that the ideal thing was to get the greatest possible amount of air under the rim, and that without increasing the total volume contained in the envelope, has been shown to be a fallacy, because of the fact that tires constructed on this principle become deformed as soon as brought under weight of the machine. This produced just such internal stresses as it is most desirable to avoid, and brought about a deal of trouble from interior disrapture which was



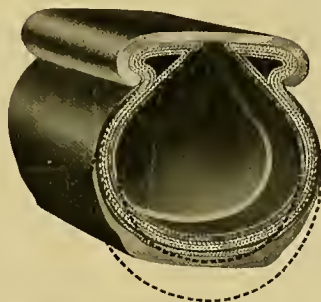
U SHAPED TIRE UNDER LOAD

accountable to the shape, and in no wise to the quality of materials used, though, of course, in some instances, inferior grades of manufacture added this to their structural weakness.

The later method of design, based upon soundest logic, is to build the section in the form which it is to be expected to take under normal load, that is to say, when inflated, and with the mount at rest. In this way, the fabric and rubber are primarily made to assume the relation which will be normal to them during life, and the extra stresses to which they will be subjected in use upon the road will be of a purely temporary nature, which their very constitution enables them to resist, and to resist successfully, since their natural state represents the mean of flexure, and the condition exsistant during the greater portion of the period of use. This fact, and the theory from which the present shapes in use have been evolved, are well developed in a monograph just issued by the G & J Tire Co., Indianapolis, Ind., under the caption, "Proper Tire Costruction."

In this, the basis of the argument is furnished by the statement that, "The combined strength of the various layers of fabric in a tire is not utilized unless all layers are on an equal tension and act in harmony." Naturally corollary to which is the

fact that when the stresses are unequal, the strength of the combined structure is reduced to that of the whole number of layers upon which the burden falls. For example, if a vessel is moored by four anchors, two from the bow and two from the stern, and the set of the current throws her over broadside to, then the task of holding her devolves upon two cables, the other

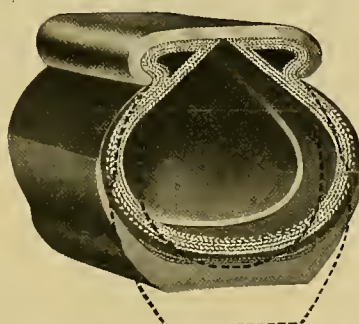


ROUND TIRE UNDER LOAD

pair being as useless as though they were non-existent.

From this then, it is a natural conclusion that "the several layers of fabric used in the construction may be placed in the tire on an equal tension, but if the tire is not made in the shape it assumes when carrying its load, then the changing of the shape of the tire places unequal strain on the different layers of fabric, and causes friction, which generates heat and produces disintegration."

"European tires, and most tires of American manufacture," continues the article, "were until recently made U-shape, the theory being that the tire would remain in practically this shape when inflated, in which case the tire would measure more from rim to tread surface than in cross section, resulting (had the argument been correct) in greater resiliency or buoyancy for a given sectional diameter than would be the case were the tire round.

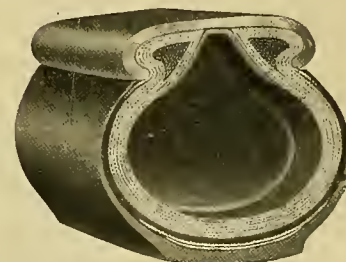


FLAT TREAD TIRE UNDER LOAD

"When a tire is made 'U' shape and is forced round by internal pressure, the outer layers are placed on an abnormal strain and required to carry the greater part of the load. Under these conditions, the various layers, instead of working together, and the strain being distributed among them equally, work against each other, the outer layers being under severe strain, while the inner layers are bending and chafing through lack of uniform tension.

"The tire does its hardest work at the traction, or ground-contact point, consequently the 'U' shaped tire at the working point under load, assumes an oval shape, which distorts the fabric, placing the plies on an unequal strain, and changing the relation of each ply to the other.

"The ordinary round tread tire, as now generally made by American and European manufacturers, when depressed produces an undesirable bending or reverse curve at each extremity of the tread, causing the various plies to work against each other, which results in ply separation, and tends to loosen the tread. The weight of the load spreads the rubber tread, and the rubber thus piled up pushes against the fabric at a point where it is distorting and torturing itself, and will in time loosen the cover as well as the various plies. It is seldom that the cover is loosened by the tractional pull in transmitting the power. This state-



RAISED TREAD OVAL TIRE NATURAL SHAPE UNDER LOAD

ment is verified by the fact that loose covers rarely develop in the center of the tread, but almost invariably commence on either side of the tread."

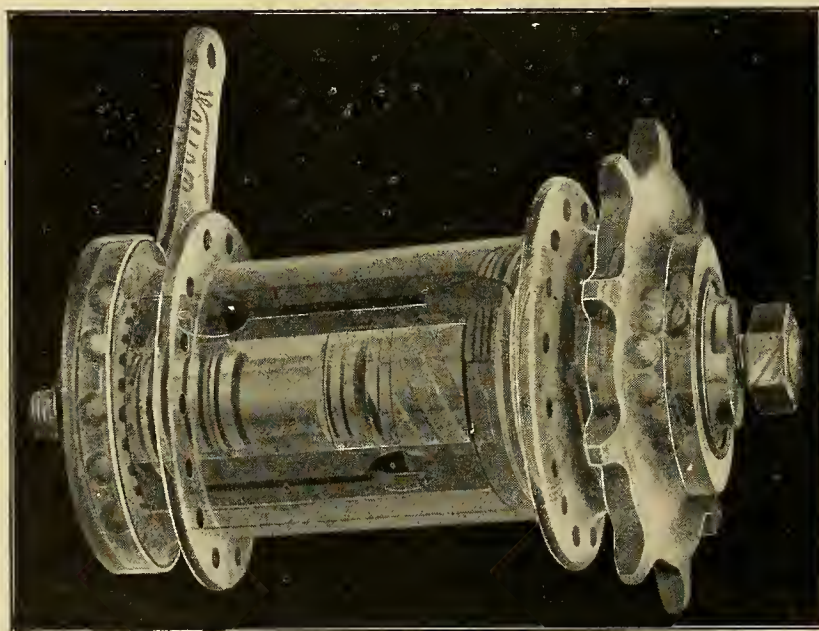
The round tire came as a marked improvement over the "U" shape, but was lacking in one respect, that although it was a closer approximation to the shape of the tire in service, yet it did not conform to it absolutely. The G & J Tire Company was the first to make the round shaped tire, and held to it consistently up to the time of bringing out the 1906 design, which was a distinct innovation. In this, the oval raised tread design, the abnormal conditions which are to be found in both the "U" and round shaped tires, are eliminated, the design being based solely on working conditions. The oval tread tends to roll transversely of the machine, when any skidding action is produced, thus doing away entirely with the tendency of the rubber to concentrate at the point of contact, as happens with other types of tread, also effecting a smooth rolling change of the line of contact from the center to the side, without tending to rip or strain the tread in the process.

In other words, the oval shaped tire is "so built and shaped when made, that the relative positions of the various layers to each other are such that the strain is equally distributed among the several layers when under load, and the tire utilizes the full combined strength of the several layers when and where it is most required."

ACCIDENT INSURANCE

THE MORROW Coaster Brake

is an insurance investment that should not be overlooked by bicyclists and motorcyclists, whether riding for pleasure or business.



Here is the experience of a well-known dealer:

"Allow me to tell you what I consider was a good test for your brake. I was driving a 1906 "Curtiss" single cylinder machine with two riders at the rate of about 30 miles an hour and just got to the top of a short steep knoll when I saw within 10 feet of us a young horse hitched to a buggy and on his hind legs and crosswise of the road. It was a case of stop or get smashed up as there was no room to pass and if ever one of your brakes got a test I think it did then as I set, with the result that it stopped the machine within about a foot of the rig and almost turned the machine around, it worked so well, never damaging the brake a particle. I have ridden Motorcycles for the past few years and this is the first brake that I have given anything like such a test without breaking something."

ECLIPSE MACHINE CO.,

Elmira, N. Y.

GEAR RATIOS AGAIN

Perennially Verdant Subject Always a Matter of Interest to the Cyclist.

About once in so often, along with several other perennially moot points, comes a revival of the question of gearing in the safety bicycle, and a more or less lengthy argument as to what really is meant by the ratio. Besides, this, many riders want to know how to determine the gears of their mounts, and what effect upon their riding qualities may be had by a change of gear. Most frequently, the discussion arises out of the reckless affirmation of some rider that there is no advantage in using a low gear for hill-climbing, since the amount of work to be done is the same in any case, with the same rider on the same mount, and the only apparent difference in effect between the low and high gears, rests in the fact that the actual pressure on the pedals required per stroke by the lower gear, is less than in the case of the higher, this simply resulting in a lower rate of speed for the same number of strokes per minute.

But however that may be, to go back into history for a very short distance, the entire matter of gearing turns out to be a simple arithmetical problem, and its meaning quaintly simple. For the present method of rating the gear of a bicycle arose out of an attempt to reconcile the conservative riders to the safety bicycle and furnish a basis of comparison between it and the ordinary, in the days when it was just beginning to supplant it and make a place for itself in the world of wheels. The ordinary had always been rated according to the diameter of the driving wheel, which, of course, was determined by the length of leg of the rider. With these machines, too, for the most part, the pedals were fixed with the wheel, and turned at the same rate. The small diameter of the driving wheel of the safety type, however, made this impossible without great inconvenience to the rider, and as it was a simple matter to increase the diameter of the front sprocket over that on the wheel, thus causing the latter to turn a little faster than the feet of the rider, this was accordingly done. The various makers came to adopt different standards, so that some method of determining the value of the gearing was soon seen to be necessary.

The simplest method of rating, was by a comparison with the standard type of ordinary, it being evident that the distance traveled per revolution of the pedals with a machine of the newer type depended upon the ratio of the sprockets and the diameter of the rear wheel. Whatever the ratio might be mattered little, so long as it could be expressed in terms of a known quantity, and the most convenient term in which to express it, was the diameter of the high wheel. The 72-inch geared safety then, was

the safety which would be driven the same distance per stroke of the pedals as an ordinary of 72-inch rating, the 63-inch safety corresponded in this respect with the 63-inch ordinary, and so on. The comparison was simple, and the short-legged rider of a safety soon perceived that he had the same advantage as the longer limber rider of a high wheel. So the method became popular. And now that the ordinary has practically passed out of existence, the rating is perpetuated out of courtesy to tradition rather than for any more valid reason. Nevertheless, it serves probably to as good advantage as any other, and is universally accepted without question.

Bearing in mind, that in determining the gear, what is desired is the distance traveled

d = diameter rear wheel, the resulting expression for the distance traveled for each revolution of the pedal in the safety type is:

$$G' = 3.1416dT \div t$$

Since it is desired to determine the value of this expression in terms of the diameter of the wheel of an ordinary, the two G s may be equated, or,

$$3.1416D = 3.1416dT \div t$$

The figures cancel out, and the result gives the equivalent diameter of a high wheel which would travel the same distance per stroke of pedal. The gear of the safety, then, is found by the following formula:

$$\text{Gear} = \frac{dT}{t}$$

Thrown into the form of a rule, this is:

To find the gear, multiply the number of teeth in the front sprocket by the diameter of the rear wheel in inches, and divide by the number of teeth in the rear sprocket.

Take, by way of illustration, the case of a machine having 28-inch wheels, and 25 teeth on the front sprocket with 8 on the rear. The gear then will be,

$$\frac{28 \times 25}{8} = 87.5$$

which is commonly known by the nearest whole number, or 88.

As to the question of the advantage or otherwise of using a certain gear, it is evident that to propel a bicycle over a certain stretch of road at a given speed must entail a certain fixed amount of work to the same rider, no matter whether the grade be up or down, or level. Since the amount of work finally produced at the rear wheel, is not altered by the gear, under these circumstances, it is evident that the difference between two gears, must be purely a local one, and in terms of simplest physics, must be a question of leverage, pure and simple. And so it is, for the essential difference between a high and a lower gear is that in the one case a greater pressure is exerted on the pedals at a slower rate of speed, while with the other the reverse is true. The whole problem, then, revolves about this point, that certain riders find it more pleasurable, convenient, might express it better, to pedal slowly and laboriously, while others prefer to pedal more lightly and rapidly. Structural differences between men, explain largely the reason why so great a variety of gears are demanded of the makers. Basically, there is no other explanation.

NEW YORK BRANCH 214-216 WEST 47TH ST.



for one revolution of the pedal, it is evident that in the case of the ordinary, this must be equal to the circumference of the wheel. Or, if D = diameter of wheel, and G = distance traveled per revolution of pedal, which, in this case, is equal to the circumference of the wheel,

$$G = 3.1416 D$$

according to the rule of simple arithmetic.

For the safety, on the other hand, each turn of the pedal drives the rear wheel more than one turn, according to the ratio of sizes of the sprockets. The laws of mechanics teach that the speed of two gears, or two pulleys connected by a band, is inversely as their diameters, or as the number of teeth in each. In other words, if the number of teeth in the front sprocket be denoted by T , and that of the rear by t , then for one revolution of the pedals, carrying the front sprocket, the rear one will turn T divided by t , times. The circumference of the rear wheel, must, of course, be measured along the ground, the same number of times for each turn of the pedal, and this being expressed by $3.1416d$, where

Where the time element is to be considered, on the other hand, a slightly different phase of the same principle is presented. For every rider is able to do his best at a certain accustomed rate of pedal speed and muscular exertion. Whatever this rate of development of power may be, it is, of course, independent of the conditions of the road, and hence, the work which may readily be done on the level becomes difficult on an ascending grade, if maintained

at the same speed. On this account, a change of gear for hill-climbing is frequently advisable. But sometimes it appears to fail of its purpose because the rider places too much confidence in the degree of relief which he expects to obtain. From what has gone before, then, it will be seen to be true, that the question of gearing a machine is one which cannot be advised by another rider with more than chance accuracy. It is a question for every rider to decide for himself.

The Joys of Cycle Camping.

It is passing strange that during all the years which have elapsed since the bicycle was first introduced into this country, the idea of cycle camping and camping tours taken a-wheel, has failed to attract attention. With our great and growing love of out of doors as a nation, that is to say, with the rapidly increasing popularity of all forms of recreation, athletic or otherwise, which induce life and exercise in the open, and especially with the well recognized benefits of camp life, it is strange that no union of this with bicycle and motorcycle touring should have been effected long ago.

Abroad, but more especially in England, this combined pastime has attained great popularity. Cycle camping clubs have been formed and are thriving in several localities their members fraternizing well and ardently working for the extension of their chosen sport. All of these, hold regular week-end runs during the summer months, contriving in the interval between Saturday afternoon and Monday morning, to cover a good many miles of road, besides existing comfortably, even luxuriously, in the periods between rides. Several of these clubs hold annual encampments or tours, of more extended duration, and it is noteworthy that they are well attended and enthusiastically referred to after they are over, which is something indicative of success.

As to the feasibility of the thing from the important standpoint of equipment, drawing from the experience of our English cousins, a camping outfit complete, comprising everything essential to the comfortable existence of two persons, can be con-

trived for easy transportation on the bicycles, and will weigh at the minimum, 19 pounds 12 ounces. This is the figure, as told by an expert in a recent issue. The Association of Cycle Campers recommends a double kit which weighs complete from 30 to 35 pounds, according to circumstances, the outfit for a single person weighing in at 25 pounds or less. By careful contrivance, and the use of special appliances, however, this may be skimmed to 12 pounds and a little more, according to the expert referred to above. Such outfits are not expensive, can be got up to the taste of the camper, and therefore may be as limited or elaborate as the occasion may seem to demand.

For the rest, to be able to ride at will, or tarry at will wherever and whenever the mood may dictate; to be free from the petty annoyances of country hotels and farm houses by the wayside; to be enabled to extend the delights and benefits of days out-of-doors, into a succession of nights out-of-doors, which are no less to be enjoyed; these are things which actually double the value of the outing. Every man is at heart, something of a vagrant, and to give way to the impulse and play Gypsy once in a while, makes the regulated pattern of soberer life all the sweeter afterward. Here is an idea for individuals who love the road, and who want travel without the drawbacks of catch-as-catch-can accommodations. Here is an idea for clubs on the lookout for something to work upon. It has its drawbacks, like all other forms of recreation, but if outdoor life is to be cultivated, then here is something which works it to the best possible advantage.

Mr. Marsh to Hold an "Annual Meet."

Mr. Marsh, who manufactures some motorcycles, is going to hold an "annual meet" on September 2nd at Woonsocket, R. I., 18 miles over poor roads from Providence, where Mr. Marsh's motorcycles were recently advertised for \$100 by the furniture house that sold them. He endeavored to coax the Providence Motorcycle Club into his little scheme but the clubmen were wise and, smiling, shook their heads. Marsh, therefore, went to Woonsocket, where there

are six motorcycles in use. Of course, being modest, Mr. Marsh is not using his own name. He is giving his "annual meet" in the guise of the so-called National Association of Motorcyclists, which, merely by printing a letterhead bearing the title, he "organized" last year, after one of his men had been disqualified at the Federation of American Motorcyclists' championship meeting for "ringing" a special racer in an event restricted to stock machines. Like the hundred and one associations of disgruntled cyclists which periodically proposed wiping out the L. A. W., Mr. Marsh's most cherished hope is to put the F. A. M. out of business.

The only thing the "National Association of Marsh," as the affair is laughingly dubbed by those who know, has ever succeeded in doing is in having Marsh himself expelled from the F. A. M. and in having a number of riders suspended for varying periods, several of them permanently, by the F. A. M. and its allies, the N. C. A., the A. A. A. and the A. A. U. Of course, the same fate awaits those who participate in the outlaw meet at Woonsocket.

Mr. Marsh has been trying hard to "lay low" and have it appear that the "annual meet" is not his very own, but unfortunately some of the Rhode Island papers which are not "wise" mention only four names and they "give the game away." Three of them are connected with the Marsh establishment; the fourth is the Marsh association's "president," who never rode a motorcycle in his life, but who has a grievance against the F. A. M. or some of its officials, which is the prime qualification for "office." It is a peculiarity of the "National Association of Marsh" that it changes "officers" with no formality and without notice. It has had at least four "presidents," three "secretaries," and two "treasurers," all in less than a year.

The idiot who continually rings his bell as a safeguard against accident, is like the nervous householder who double-bolts his front door every night to keep out burglars and then leaves open the windows for purposes of ventilation. His precaution is too restricted.

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Fork Stems

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HANDLE BAR TUBING

MANUFACTURERS OF HIGH GRADE MATERIAL ONLY

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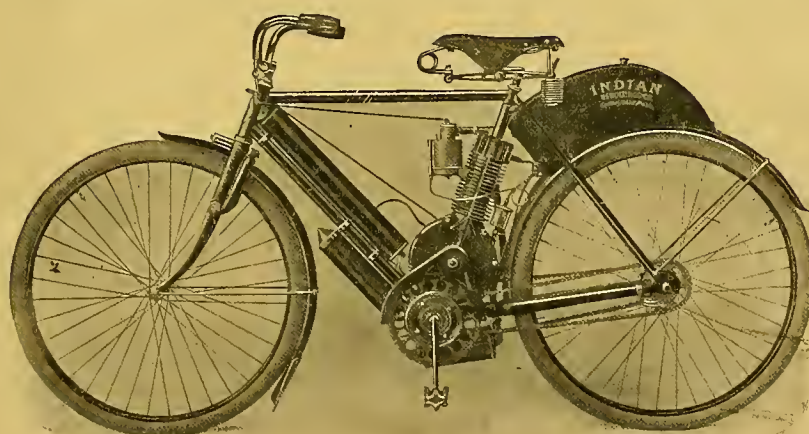
Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

Vol. LIII
No. 24

New York, N. Y., Saturday, September 8, 1906.

\$2.00 a Year
10 Cents a Copy

The One Sure Way
to avoid trouble and to "get there"—



Ride an Indian

The difference between Indians and other motorcycles is the difference between "is" and "may."

Hendee Mfg. Co., = Springfield, Mass.

HARTFORD TIRES

Competition in the bicycle manufacturing business may not be as keen now as it was ten years ago, but in the tire-making business it is very much keener. For one thing, *costs of materials have gone up* anywhere from 50% to 100%, with a leaning in some quarters toward a less critical selection of stock, and a cheapening of the processes of manufacture. A few concerns have even seemed to think only the automobile tire business any longer worth their while.

CBy means of the (1) largest, best equipped and most carefully organized factory in the world; (2) fundamentally correct principles, supported by exclusive patents, and (3) a commercial organization unequalled for the convenience of both trade and public, The Hartford Rubber Works Co. have been able not only to maintain their undisputed leadership in the bicycle tire business, but to build the best automobile tires. "*Hartfords*" are just as good now as they were when our reputation was based solely upon bicycle tires; and you can drive a hand-spike in the fact that we shall absolutely maintain that well-known policy. Newcomers in the business should ask old-timers about this.

CIt is to your *positive advantage* to deal with manufacturers who make the best bicycle and automobile tires alike—especially if your business embraces both lines. We can promptly serve the widest range of your requirements, not only from Hartford, Conn., but also from *branch houses located at ten convenient geographical points*, whose maintenance often saves time and money to you as well as to ourselves. If you are "putting up" with a less service than we are giving to the majority of bicycle dealers, suppose you question the wisdom (in a business sense) of continuing to do so any longer, and get in touch with

THE HARTFORD RUBBER WORKS CO., HARTFORD, CONN.

BRANCHES:

NEW YORK
BOSTON

PHILADELPHIA
BUFFALO

CHICAGO
CLEVELAND

DETROIT
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LIII.

New York, U. S. A., Saturday, September 8, 1906.

No. 24

MUFFLER PROBLEM IS SOLVED.

Hedstrom Evolves Quiet Device—Opened or Closed the Noise is Well Subdued.

Before the open muffler has fully attained the importance of a momentous problem that seriously threatened the motorcycle interests, the way to its solution has come, and almost like a bolt from the blue; the form the solution has assumed is as unexpected as the solution itself and yet now that the problem is solved it is readily seen that it has been solved in the proper way, that is, not by eliminating the muffler nor by the enactment of repressive measures, but by reducing the noise of the open muffler itself.

While the discussion was attaining strength, Oscar Hedstrom, the designer of the Indian, saw the right light and quietly got his wits to work. The result is in evidence at the Hendee factory attached to Mr. Hendee's own personal mount. It is a muffler which in general outline and appearance differs in no wise from that which has characterized the 1906 Indian; the cut-out is of exactly the same type, operated in exactly the same way—with the right foot; but, remarkable though the statement may seem, when the cut-out is opened, the noise of the exhaust absolutely is not louder than when the muffler is tightly closed. The difference is practically imperceptible; opening the cut-out simply transforms the sharp, quick bark into a rather deep, rich bay. The new muffler was demonstrated repeatedly for the benefit of a number of motorcyclists who recently visited the Hendee factory in Springfield, and there is no room for doubting its efficiency. It effectually disposes of the open muffler nuisance, at least, so far as the motorcycles of the future are concerned. For it is certain that other inventors simply cannot afford to remain idle in the face of Hedstrom's achievement. It will be strange indeed if

they do not arise to the necessity of the occasion.

This new Indian muffler is somewhat larger, both as to length and diameter, than that now in general use, but not unduly so and it is explained that fitted to the 1907 Indian with its longer wheel base, its proportions will be in entire harmony with the new machine.

Surre with the Two-Speed Corbin.

W. J. Surre, assistant secretary of the Corbin Screw Corporation, will leave on his annual trip to the Pacific Coast on the 14th inst. His departure has been delayed because of two expected arrivals—one a young Surre, the other the anxiously waited for Corbin two-speed coaster brake, one of which he will carry with him on his journey and exhibit to the trade for the first time. That he will have the standard Corbin Duplex, also, with him goes without saying.

Russian Duties Advanced.

According to the provisions of the new Russian tariff which went into effect last spring, the duty on cycles having two wheels, is 30 roubles each, or about \$7.50. Cycles having three wheels are taxed 60 roubles each, or \$15, and those having four wheels, 160 roubles, or \$40. Parts, except those which are especially restricted, are assessed at the rate of 40 roubles per pound, which is equivalent to something like \$3.60 per pound.

Hendee to Push Brooks Saddles.

In addition to having acquired the exclusive sale of the Brooks motorcycle saddles in this country, it now appears that the Hendee Mfg. Co., Springfield, Mass., has the agency for the full line of Brooks cycle saddles also and means to push their sale in America. As the line is a varied one and the quality undoubted, it would seem that the Hendee people should have small difficulty in interesting both riders and the trade.

"BIG MONEY" IN TIRE FLUID

At Least, Ellison Made Other Men Believe it—Now He's in a New York Jail.

However successful the Buffalo Specialty Mfg. Co., makers of Neverleak tire fluid, their prosperity had bred a host of imitators, most of whom, soon or late, suffer burnt fingers. Usually they are brought into court for infringing the Neverleak patents, but occasionally they face the bars of justice for other reasons. Oscar L. Ellison, 47 years old, of 308 West Forty-seventh street, New York, is of the latter category. He was arraigned in the Tombs Police Court before Magistrate Finelite, on Thursday last, on a charge of swindling. Frank C. Howe, of 23 West Ninth street, was the complainant in the case and unfolded an entertaining tale of how he had been parted from \$1,300.

He saw an advertisement in a morning newspaper asking for a partner with from \$1,000 up and promising big profits, and becoming interested, he answered it, which led to his meeting with Ellison, who vividly painted the millions to be obtained in the tire fluid business. Howe audited the defendant's accounts, finding a seeming profit of \$600 a month. Then he bought stock and became an assistant manager.

Howe said that as soon as he got into the concern—it was in last January—business fell off amazingly, until one month recently the gross sales were only \$15. Then he decided that he had been swindled and asked for his money back. It was refused.

Ellison was held in \$1,500 bail. He had no bondsman and went to the Tombs. The police say Howe is only one of ten or more whom Ellison buncoed.

Morse Moves to Ithaca.

The Morse Chain Co., the pioneers in the production of roller chains for the bicycles, have removed their plant from Truamsburg to Ithaca, N. Y.

EXPORT SPURT IN JULY

It was a Small One, but Better than none—
Totals also Show Increase.

With that inconsistency that has characterized its fluctuations during the past two or three years, official statistics show an upward jump in exports for the month of July. The increase is one of more than 20 per cent., or from \$76,355 to \$92,671 and the most significant item in connection therewith is the advance in the amount sent to Japan, which rose from \$16,988 to \$21,658.

It is likewise noteworthy that the total sent to the United Kingdom shows an increase of almost 50 per cent., or from \$10,698 to \$16,831. The remainder of the advance in the total is to be found in the jump of Other Europe to \$8,884 from \$2,422 a year ago for the same month and that of Mexico from \$5,554 to \$13,052. The biggest shrinkage of the month occurred in British Australasia.

Taken piecemeal, the showing for the period of seven months ending July makes an even more favorable showing, although the total still falls short of that of 1904. For instance, the amount sent to the United Kingdom in that time has increased from \$163,350 to \$193,552, to Germany, whose makers do a tremendous export business themselves, from \$47,173 to \$69,201. To the Netherlands, which is the most striking advance to be remarked, the amount this year was \$104,912, as compared with but \$24,880 a year ago. Other Europe, Mexico and some of the South American republics show substantial gains, though in the latter cases, the amounts themselves are comparatively small.

The report in detail follows:

Exported to:	July: 1905.	July: 1906.	Seven Months Ending July: 1904.	Seven Months Ending July: 1905.	Seven Months Ending July: 1906.
United Kingdom	\$10,698	\$16,831	\$188,555	\$168,350	\$193,552
Belgium	1,582	892	39,071	16,894	16,884
France	856	651	68,419	48,366	15,832
Germany	892	1,049	100,639	47,173	69,201
Italy	3,068	640	27,088	14,792	21,419
Netherlands	3,531	3,636	69,194	24,880	104,912
Other Europe	2,422	8,884	127,869	127,442	183,936
British North America	6,699	4,214	91,179	103,291	56,481
Central American States and British Honduras	122	1,142	2,332	1,679	8,946
Mexico	5,554	13,052	26,249	34,586	68,089
Cuba	4,570	3,356	18,352	23,240	19,531
Other West Indies and Bermuda	2,394	1,617	19,298	17,179	12,760
Argentina	78	1,514	11,479	7,389	9,918
Brazil	552	190	8,469	3,506	6,145
Colombia	200	321	3,488	1,039	1,334
Venezuela	70	291	187	460	841
Other South America	249	2,391	8,484	7,550	9,117
Chinese Empire	511	1,030	4,632	4,064	3,871
British East Indies	849	160	12,963	6,793	1,673
Hongkong	39		1,556	1,115	218
Japan	16,988	21,658	247,645	202,405	141,726
British Australasia	11,206	6,691	108,140	52,225	45,855
Philippine Islands	1,804	367	4,579	8,437	2,284
Other Asia and Oceania	1,421	2,043	10,945	10,729	6,215
British Africa			5,299	649	786
All other Africa		51	3,106	1,049	341
Other Countries			88		
Total	\$76,355	\$92,671	\$1,209,305	\$935,282	\$1,001,867

Odd Suit for Old Parts.

That readiness to go to law over the most trivial of grievances that seems to characterize the rank and file of the British middle classes has been responsible for a legal decision on at least one subject of dispute that is of interest to the cyclist. A rider sent his machine to a repairer to have sundry changes made in it, consisting of a new chain, a free wheel and a new rear sprocket. The bill came to about \$5 and when paying it, the cyclist asked for the old fittings that had been replaced. The request was refused.

The claimant apparently felt sufficiently wronged to litigate the matter and the result was an action in a court of a justice of the peace in which he appeared as plaintiff. He claimed that having paid the account in full as rendered, he was entitled to the old parts. The only defense interposed was to the effect that it was a custom of the cycle repairing trade to retain all old parts that were replaced, but the court decided that the custom was not of sufficient weight or standing to entitle it to consideration and declared for the plaintiff.

How to Carry French Chalk.

While the limitations of the motorcyclist's tool bag confine its contents to the tools and supplies most needed, one thing worth consideration is a little French chalk; it helps mightily in removing or replacing an inner tube. And the handiest way to carry it is in a small-size sprinkler-top can of the variety now used for putting up talcum powder.

The Retail Record.

Cheyenne, Wyo.—William Peters and H. K. Bates, formed partnership and opened store at 118½ West Sixteenth street.

San Pedro, Cal.—Henderson Bicycle Co., damaged by fire.

READY TO ELIMINATE CUT-OUT

Another Motorcycle Manufacturer Expresses Willingness and Gives Reasons.

At least one other motorcycle manufacturer, the Wagner Motorcycle Co., of St. Paul, stands ready to eliminate the cut-out if its fellows can be brought into an agreement on the subject. The Wagner people expressed their willingness and gave voice to their views in the following communication to G. W. Sherman, sales manager of the Reading Standard Cycle Mfg. Co., who first suggested such an agreement in the columns of the *Bicycling World*:

"We have read your article in the recent issue of the *Bicycling World* in regard to open muffler nuisance and also the editor's remarks in the matter and we wish to say that we thoroughly agree with you in your views on the subject. We believe it is up to the manufacturer to make a start in the right direction by eliminating the cut-out from his machine.

"We are pleased to note that you state the makers of the R-S motorcycle will be one of the first to agree to do away with this feature, and we wish to state that you will have our hearty coöperation in any movement you may make in this direction. While we are not at present equipping our machine with a muffler cut-out, we had practically decided to add this feature to our 1907 model, not because we consider it a desirable feature or in any way an essential one, but simply because certain other manufacturers have put it on their machines and have thereby created a demand for it making it necessary for us to add it to our machine in order to keep up with the procession.

"We believe that a movement among the manufacturers to entirely eliminate the muffler cut-out in the 1907 machine, should have the support of each and every one of them, and we believe that they in turn would have the support of every sane rider and dealer in the country. We hope that this matter will be taken up and that we may have the views of the other manufacturers and riders on the subject through the columns of the *Bicycling World* and we believe that same will bear the desired fruit."

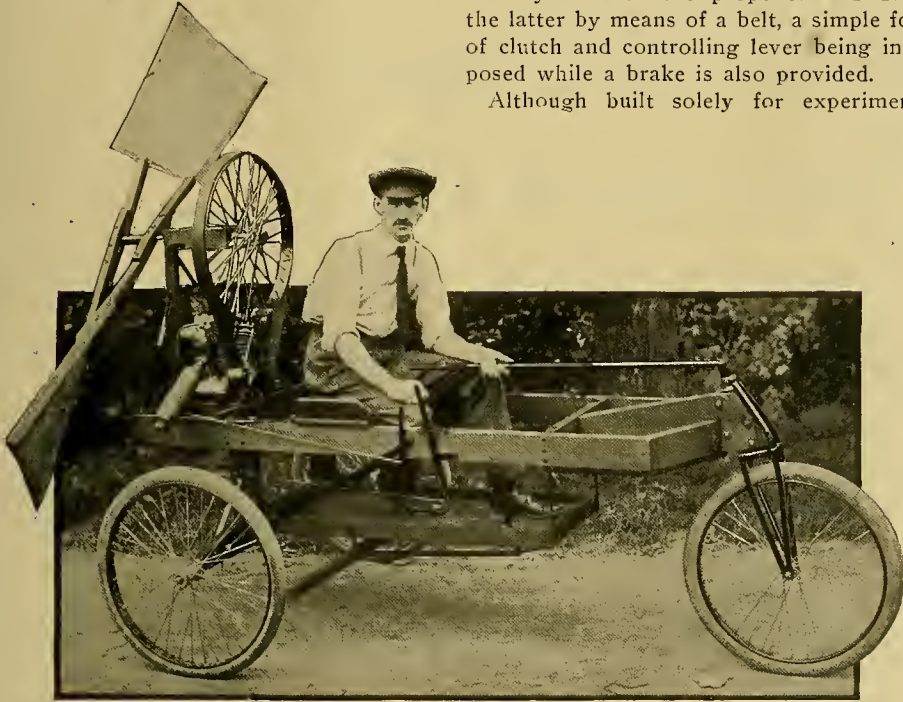
Old Tires for Motorcycle Testing.

In the Hendee factory at Springfield, Mass., they employ an ingeniously simple device for reducing the noise and vibration that comes of testing a motorcycle in the stand indoors. The stand or jack is bolted to a board of about the length of the machine itself. The board is then placed on two old inflated single tube tires which act as splendid buffers. It is an idea that well may be employed in most of the motorcycle repair shops.

HERE'S CURTISS'S "WIND WAGON"

It Employs a Motor, of Course, and Illustrates Some Remarkable Effects.

What a tremendous force the air exerts when set in motion is realized occasionally from the needless havoc wrought by gales in which pieces of tons weight are often carried a long distance by the wind. But



that this can be taken advantage of in quite the opposite manner—that is, by utilizing its resistance as a force against which to push forward is but little appreciated. Aeronauts have been experimenting with this principle for years and it is in furtherance of these experiments for well known advocates of mechanical flight which are being carried forward by the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., that the vehicle shown in the accompanying photograph was constructed. The motor, the wheels, the fork and several other parts of the Curtiss motor bicycle are employed in the "wind wagon," as Curtiss styles it.

Strictly speaking, it is not exactly the first one of its kind, for more than two years ago a citizen of the burg of churches that nestles at the other end of the Brooklyn Bridge conceived the idea of a "propeller propelled" vehicle, and except that his invention was principally intended to travel on the ice and was fitted with a special form of windwheel driven at a very high rate of speed by a gasolene motor, it was somewhat similar. The outfit shown by the accompanying illustration is purely experimental, having been built solely to test the efficiency of different styles of propellers. It is of extremely light construction, only weighing 300 pounds all on and has already been utilized for testing quite a number of different propellers.

The one shown on it is 6 feet in diameter and has a pitch of 5 feet 9 inches. It makes 300 revolutions per minute and drives the motor tricycle, if such it can be called, at the rate of 30 to 35 miles an hour on the level, besides being capable of overcoming quite a grade. The power plant consists of a Curtiss two-cylinder air-cooled motor, of the V-type built by this firm and developing about 5 horsepower. The motor is set directly beneath the propeller and drives the latter by means of a belt, a simple form of clutch and controlling lever being interposed while a brake is also provided.

Although built solely for experimental

purposes the vehicle is far more practical than would be supposed or than its appearance would indicate. More than anything else it has been instrumental in demonstrating the remarkable resistance presented by the air and which may be utilized by a properly designed propeller. As may readily be imagined, its appearance on the road is the signal for a riot on the part of the equine contingent—as a scarer of horses, its equal is said to have seldom been known on the roads in the vicinity of the factory where it was built. It raises a tremendous cloud of dust, strips the trees bordering the road of their leaves and creates quite a sensation wherever it appears on the road.

How to Color Brass.

To color brass blue-black, make a saturated solution of copper carbonate in ammonia, in the approximate proportion of one part in ten by weight, shaking well as the copper carbonate is added in small quantities, and finally diluting with water in the ratio of one to three. The brass to be colored should be made chemically clean, either with fine emery cloth, or with a caustic soda solution, and then dried, after which the solution should be applied and allowed to remain on the surface for two or three minutes, agitating continually. Afterward it should be dried with sawdust or clean waste.

PROTECTION FOR THE LAMP

Why it Requires it and How the Covers Prove Well Worth While.

It seems rather a pity that riders are not more in the habit of using covers for their lamps when on the road. Time was, when it was quite the thing to have the lamp swathed in the ample folds of a waterproof, and no rider who made any pretense of being up-to-date, ever thought of going out minus the ornamental protection. Of late, however, there seems to be less and less tendency on the part of the common run of the cycling public to use anything of the sort. Yet the lamps are a necessity at night, and for the sake of precaution should be carried always, and when so carried, pick up great quantities of dust and dirt which are needless as well as detrimental.

As a matter of fact, there can be no doubt that the constant passage of the dust clouds, comparatively slight though they may be, over the lamp, must serve to choke up the ventilators, and ultimately settle on the wick, where the oil soon converts it into a thick paste, unburnable, for the most part, and certainly a hindrance to the capillary action upon which the flame depends. And again, although, happily, the time of gaudy brass and nickel lamps has passed, the appearance of the headlight counts for a good deal in the general impression made by the machine upon the casual observer, and if it is covered with a thin coating of dust, smeared and sunken in by drippings from the oil font, the effect of the whole is considerably marred. While if it is encased in a neat cover, even though that be well muddled and dusty, there is nothing untidy or unkempt about the effect.

Covers suitable for the purpose are to be obtained from any lamp dealer at an astonishingly low price, considering their utility, and wear indefinitely. If not readily obtainable, they may be made by the rider himself at the expense of a slight amount of time, and when so made cost hardly more than the dime required for the purchase of the rubber oilcloth.

When such covers are used, the lamp may be kept trimmed and ready for lighting at all times, it is protected from injury to a great extent, is not in the way, and is always ready for use when needed. Which comfort is second only to that of the certain knowledge that when it has been lighted, it will be pretty likely to burn, since the wick is clean and free from dirt, and the oil not thickened. Fashion may have something to do with the decreasing use of these protectors during the last few years, but a fashion which impairs the efficiency of a useful accessory, should never be held in regard.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. ***

NATIONAL BICYCLES

Worthy of the Nation
they Represent

Are you *well* acquainted with them?

NATIONAL CYCLE MFG. CO., = Bay City, Mich.

Comfort
Resiliency

and 45 per cent. Saving in Tire Maintenance are the essentials
of the ever reliable

Fisk Bicycle or Motorcycle Tires

Like all Fisk products, they have a Quality and a Construction that is exclusive—real merit—through and through—that makes their distinct superiority apparent.

WILL OUT-LAST TWO OR THREE OF OTHER MAKES

THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 8, 1906.

Beware of This Swindler.

It now develops that F. B. Kennett or Kemmett, the swindler who, in the guise of its representative, scoured New England obtaining subscriptions for the Bicycling World, also purported to be a member of the Federation of American Motorcyclists and solicited and obtained the fees for several memberships in that organization. Needless to say they never reached H. J. Wehman, the secretary of the F. A. M., who has found it necessary to issue a warning against the fraud.

To Identify the Towns.

"Why do not the post offices throughout the country bear the name of the places in which they are located?" asks a cycling contributor to the correspondence columns of the New York Times, bringing up a subject which is long overdue and which will recall similar perplexities to every cyclist who has toured and at the same time making a suggestion that is well worthy the attention of those locally interested or even the Federal Government itself. It seems

strange that the post office as representing the common center around which the remainder of the business community of the rural settlement naturally clusters, and to which practically nine-tenths of the population resorts, should not bear the name of the hamlet in which it is situated.

Such a suggestion may appear uncalled for at first sight, if not altogether needless, but reflection on the part of tourists will suffice to recall many instances in which they have been compelled to ask themselves that time-honored question, "Where am I at?" when in the very midst of one of those self same villages, or even communities of a size that would disdain to be considered in this category. Constant consultation of map and cyclometer are not alone irksome but uncertain as well. The net result is "Well, this must be Hohokus" and a native must be appealed to for confirmation of this conclusion in any event.

"There need be no elaborate sign, a little axle grease on a shingle or a few strokes of soap on a window will answer," suggests the correspondent.

But why should Uncle Sam pay to advertise his branch stations even to the truly nominal extent just set forth? it may be asked. The postoffice constitutes one of the few lines of trade that need no extra publicity. But the powers that be in local communities are seldom averse to advertising them as much as possible. Then why not begin at home with a standing card over the door of the postoffice so that all who ride therethrough may read as they go and thus learn their whereabouts without resorting to the necessity of looking for the signboard on the local railway station or asking a native if he knows where he lives, which some of them are not always quite certain of?

The Test of Hill-Climbing.

Electricity in the minds of those who know nothing whatever about it is usually accountable for anything inexplicable and out of the ordinary. The occurrence of many natural phenomena that are in no way connected with this mysterious force are thus satisfactorily explained to those who are willing to consider electricity as accountable for anything and everything not otherwise readily made clear to the clouded perception, and many things that are not phenomena at all are also put down to it much as mysterious occurrences were at one time ascribed to the evil eye or other

manifestations of witchcraft. An instance that is directly in point has just come to light on the other side. In a certain rural district in England there was a hill on which the cyclist found it harder to ride down than up, or to reverse things, found it was possible to ride up with a magical celerity and ease of propulsion not ordinarily associated with overcoming a grade.

Why it was so easy to ride up that hill became a nine days' wonder and the local wise men got busy. One of them soon propounded a marvellous theory that was satisfactory in its logic to himself if to no one else. He figured it out as follows: "For some inscrutable reason or other, not altogether unassociated with the existence of a seam of ironstone, there is a powerful electrical current in these parts, and the current keeps tearing gleefully up the hill in its wild glee with a force sufficient to drive anything that synchronizes with the motive power," a statement that is certainly picturesque if not altogether convincing or founded upon the cold facts of the case. As a matter of fact this is but one of the many things that "are not what they seem." Any cyclist with considerable road experience knows that the leg and not the eye is the only infallible test of the presence of a grade for there is nothing that lends itself so readily to optical illusions as a hill, particularly where the rise is not alone gradual but uniform.

For the good of sport and for the sake of common decency, it is to be hoped that the N. C. A. will be able to detect the young frauds who, although ineligible, are said to be holding high carnival in the novice races at Vailsburg and elsewhere. Possibly, if a few of them were laid on the shelf for about a year's repentance, the whole crew may begin to realize that obtaining or attempting to obtain prizes by false pretenses is in many respects worse than other forms of fraud and theft.

It's a good thing for motorcycling and for the public, but the appearance of the muffler that is as quiet when open as when closed is a sad blow to those odd motorcyclists who "like the noise." What will the poor fellows do now? Buy rattles for themselves?

When the Cycle Manufacturers' Association meets in Toledo this month, will the subject of improvement of export trade be discussed?

CHICAGO CAPTURES MUSKEGON

The "Invaders" Take all Save one Crumb—
Van Sickle a Champion.

Nearly 5,000 persons were attracted to the fourth annual motorcycle meet of the Muskegon Motorcycle Club, at Mona Lake Park, Muskegon, Mich., on Labor Day afternoon, 3d inst. Local riders, however, fared very badly in the prize getting, members of the Chicago Motorcycle Club, who had come to Michigan in a body, taking all but one of the plums, and getting both F. A. M. western championships that were decided.

Only one accident of a serious nature occurred and that happened during the morning, before the meet. William Walsh, one of the Chicago invaders, was tuning up on the third-mile oval, running the wrong way, and he collided with a pole, striking his head and sustaining concussion of the brain.

Chicago riders finished one, two and three in five mile open, Charles W. Van Sickle getting first, J. A. Turner second and Chas. Blankenheim third. The one mile inter-city championship was won by Blankenheim, Turner again finishing second, while Van Sickle got third. The only event in which a Muskegon man figured was in the five-mile western district championship, when Paul Stamsen, treasurer of the local club, got second, the principal honors being won by Van Sickle, Turner crossing the tape third. The five-mile handicap went to Blankenheim with Van Sickle second and Turner third. Following are the summaries:

Five mile open—Won by Charles W. Van Sickle, Chicago M. C. C.; second, J. A. Turner, C. M. C. C.; third, Charles Blankenheim, Chicago M. C. C. Time, 7:03.

One mile inter-city championship—Won by Charles Blankenheim, Chicago M. C. C.; second, J. A. Turner, Chicago M. C. C.; third, Charles W. Van Sickle, Chicago M. C. C. Time, 1:15.

Five mile handicap—Won by Charles Blankenheim, Chicago M. C. C.; second, Charles Van Sickle, Chicago M. C. C.; third, J. A. Turner, Chicago M. C. C. Time, 7:24.

Five miles, for Western District championship—Won by Charles Van Sickle, Chicago M. C. C.; second, Paul Stamsen, Muskegon M. C. C.; third, J. A. Turner, Chicago M. C. C. Time, 6:52.

Providence Gets a National Championship.

Present indications make it appear likely that the Providence (R. I.) Motorcycle Club's race meet on Hillsgrove track on the 22nd inst., will prove the largest motorcycle tournament of the year. The entry list already is the best of the season and as the club applied to the F. A. M. for the two miles national championships and has been awarded that event, a deal of importance has been added to the meet.

Western Motorcyclists' Endurance Contest.

Although such events have been held in the East annually for the last five years, strange to say, a motorcycle endurance contest never has occurred in the West. Finally, however, the Chicago Motorcycle Club has stepped into the breach and on Sept. 14 and 15 next will "make good" the deficiency. The event has been sanctioned by the F. A. M. and will cover a course of 292 miles.

The start will be from the club house on Michigan avenue, thence the route will be via Oak Park, Riverside, Hinsdale, Downer's Grove, Aurora, Elgin, Garfield Park and Humboldt Park, through Diversey boulevard to Sheridan road and thence to Waukegan, which will end the first day's run. The second day's travel will be from Waukegan to Milwaukee, return to Waukegan and finish at the club house in Chicago.

The competition will include a fuel consumption test, for which a special prize will be awarded.

Dr. S. W. Fahrney, president of the club, is chairman of the committee, the other members being Charles W. Van Sickle, J. A. Turner, Charles Blankenheim and W. L. Johnson.

Tent Life on Wheel About the Hub.

That historic event, the Wheel About the Hub, started yesterday from the rendezvous of 1879 in Roxbury, Mass., and will officially terminate to-night, as usual, at Cohasset, although on Sunday a schedule will be arranged "according to circumstances and individual convenience."

Officially, the event is the "423d and 424th called runs of the Boston Bicycle Club"—the oldest of all cycling organizations in America—and that rare gathering of the rare old timers was assured before the bugle blew and Capt. Kendall ordered "all up" yesterday morning. All the old scenes will be visited and all time honored ceremonies observed. But for the first time a great innovation was instituted last night at Massapoag, where, of course, the famous Hendrie served the "spread" which was served in a large Marquee tent and where there were smaller tents for sleeping purposes—for those of the number who preferred outdoor slumber. It marked the beginning of cycle camping in this country. John B. Kelly, J. J. Fecit and W. B. Everett, constitute the 1907 committee and of course the spirit of "Papa" Weston permeates the entire function.

Boy Cyclists in Obstacle Race.

A bicycle obstacle race for boys was one of the gymkana events arranged by the Rockaway Hunt Club at Cedarhurst, Long Island, on Labor Day afternoon. The riders were supposed to get over the course the best way they could, the obstacles consisting of a big pen and a three foot hurdle. The winner was R. Chauncey; J. Harper finishing second and C. Chapman third. Three other riders also competed.

PERREAULT IN HARD LUCK

Fifth Attempt to Lower Record Fails and
His Eyes Injured—Will Try Again.

Fred I. Perreault, of Malden, Mass., chief centurion of the Massachusetts division of the Century Road Club of America, started from the City Hall, Boston, at noon on Saturday last, 1st inst., in an attempt to lower the bicycle record from Boston to New York City, and also establish an initial record for the round trip. He reached Worcester at 3:25 p. m., 25 minutes behind the schedule he had laid out, and at Springfield and Hartford Perreault put in some good riding, resulting in his making up 35 minutes, and he arrived at New Britain, Conn., on schedule time, 1 a. m.

After leaving New Britain he found miserable roads and got lost, riding twelve miles out of his way before he found the direct road to New Haven, where he arrived at 5:25 a. m., one hour and twenty-five minutes late. He reached Westport at 8:35 a. m. and it was 3 p. m. Sunday before he arrived in New York City, making 27 hours, which is three hours behind the present record held by a Mrs. Allen, of Worcester.

Four miles west of Palmer he was thrown from his wheel several times into the bushes and a branch of a tree struck him across the eyes, blinding him temporarily. At New Haven he was met by Fred E. Mommer and Alfred H. Seeley, of New York, and they advised him to give the trip up. At Norwalk he had his eye attended to and a specialist advised him to go home. This he refused to do. This makes Perreault's fifth trial to lower the Boston-New York record. In two of the trials rain prevented his finishing and in the other two punctures and other mishaps necessitated a stop. He is now under the care of a physician, but means to break the record before the snow falls. He believes in the "try, try again" adage and will follow it.

Raced for Cash in Wheeling.

Down in Wheeling, W. Va., neither amateur motorcycle nor bicycle riders fear injuring their amateur status by competing for cash prizes evidently, for on Labor Day there was both a motorcycle and a bicycle race and in each the prize was a purse of \$20, distributed to the winners. Nearly 10,000 people watched the races, which were part of a card of varied sports. The motorcycle race, at five miles, was won by Keyser, with Loe second and Correll third; all rode Indians. Time, 6:50. The bicycle race was a two mile handicap and Fred Fredericks, on a National, captured first prize of \$10, from the 300-yard mark. Guy D. Brookins (scratch) was second, Robert Nelson (100 yards) third, and James Duffy (200 yards) fourth.

MUELLER NEARING NEW YORK

More Than Two Weeks Inside Old Record

—Likely to Finish To-morrow.

Days.	Date	Arrived.	Miles	Total Mile.
1—	Aug. 10..	Rocklin, Cal.....	127	127
2—	" 11..	Truckee, Cal.....	94	221
3—	" 12..	Hazen, Nev.....	84	305
4—	" 13..	Humboldt, Nev.....	95	400
5—	" 14..	Battle M't'n, Nev.....	101	501
6—	" 15..	Slept in a haystack.	60	561
7—	" 16..	Wells, Nev.....	105	666
8—	" 17..	Slept section house	94	760
9—	" 18..	Ogden, Utah.....	85	845
10—	" 19..	Rain	—	—
11—	" 20..	Peterson, Utah.....	20	865
12—	" 21..	Echo, Utah.....	26	891
13—	" 22..	Evanston, Wyo.....	37	928
14—	" 23..	Green River, Wis.....	108	1036
15—	" 24..	Bitter Creek, Wyo.	63	1099
16—	" 25..	Pass Creek, Wyo.	103	1202
17—	" 26..	Laramie, Wyo.....	89	1291
18—	" 27..	Sidney, Neb.....	162	1453
19—	" 28..	Brady Island, Neb.	159	1612
20—	" 29..	Grand Island, Neb.	127	1739
21—	" 30..	Elm City, Neb.....	131	1870
22—	" 31..	Panama, Iowa.....	101	1971
23—	Sept. 1..	Nevada, Iowa.....	158	2129
24—	" 2..	Mt. Vernon, Iowa.	127	2256
25—	" 3..	Rochelle, Ills.....	144	2400
26—	" 4..	Roll'g Prairie, Ind.	171	2571
27—	" 5..	Swanton, Ohio.....	166	2737
28—	" 6..	Cleveland, Oo.....	162	2899
29—	" 7..	Buffalo, N. Y.....	194	3093

Louis J. Mueller, who now safely may be termed the record-breaking cross-continent motorecyclist, expects to eat supper in New York tomorrow (Sunday) night, 30½ days out from San Francisco. He passed through Erie, Pa., at noon yesterday and wired the *Bicycling World* to that effect. As Erie is nearly 550 miles from New York it is evident that the "big fellow" means to finish his long journey with a double flourish of mileage. If he realizes his expectations, he will have broken Chadeayne's ocean to ocean record by about 18 days and have bettered the one-man automobile record by about 2½ days. The record of 15 days 2 hours created last month and generally credited to L. L. Whitman, is, as a matter of fact, merely the record of a car which was driven night and day by a relay of four men. Mueller, of course, travelled only during the hours of daylight and from the standpoint of genuine merit any record he may establish will far outshine the four-wheeled five-man feat.

On August 21st, George N. Holden, who started with Mueller to ride "as far as he felt like it," had a bad fall, which threw the frame of his Indian out of kilter and badly bruised his leg and side. He took the train at Echo, Utah, and rejoined the record-breaker at the North Platte, Neb., on the 27th. They apparently kept company until the 3d inst., since which date he does not figure in the daily reports. Mueller seems to have

been going it alone and going at a tremendous pace. In fact, since the 27th, when he put up for the night at Sidney, Neb., where the *Bicycling World* of last week left him, he has fairly eaten up distance, having averaged 131 miles per day for 11 days, despite the fact that he encountered three days of rain in the hilly, glue like gumbo of Iowa.

At Sidney, where he left the Rockies in the dim distance, Mueller was 3 days 21 hours ahead of the record. Since that time he has left increasingly larger fragments of it all along the route.

On Aug. 28 he slept at Brady's Island, Neb. The roads had been fair and the weather fine and his trusty Indian has carried his 190 pounds 159 miles. The next day the weather held true, but some sand was encountered and when they—Holden was with Mueller—put up at Grand Island, Neb., their cyclometers had ticked 127 miles for the day. Elm City, Neb., 22 miles from Omaha, and 131 miles for the day, was the stopping place on the 30th. The following day, when the travellers entered Iowa, rain was their portion; it helped shorten their journey, and although they tarried awhile in Omaha, they reached Panama, 101 miles. On the 1st and 2d it was still raining and while some fair stretches of road were met, the slippery, clinging gumbo mud made the going treacherous and rather slow. Nevertheless, they made good progress, travelling 158 and 127 miles for the respective days. The sky cleared on the third and though some gumbo still remained, they reached Rochelle, Ill., 144 miles for the day, and but 80 miles from Chicago. Holden appears to have retired at Rochelle. The following day Mueller passed through Chicago and reached Rolling Prairie, Ind., 171 miles. Since then fine weather and fair roads have been the rule. Mueller had been over most of the ground and knowing it, he took in no links. He reached Swanton, Ohio, on the 5th and Cleveland—his home town—on the 6th. "Fine reception," is the brief remark in his report from that point. He rolled into Buffalo on the evening of the 7th with 194 miles to his credit—the best day's performance of the trip.

Of his approach to and ascent of the Rockies and of his descent, he gives some idea in the following semi-personal letter, penned at Nevada, Iowa, on Sept 1st:

"August 19th was spent in Ogden; it was raining hard; left next morning and six miles out it began raining again. Only covered a trifle of the ground, in fact, 20 miles, and walked most of that. Stopped 3 hours at a farmer's to wash off the mud so the wheels would revolve. August 21, same conditions and 26 miles covered. Next day came through Echo Canyon and saw the rock they call Brigham Young's pulpit, from which he preached to his followers. August 23, caught a picture of an abandoned coal mine and found fearfully hard travelling. August 24, 1906, will be with me as long as I live. Got stuck in the mud and

took an hour to walk 100 feet pushing the machine through the gumbo. Finally got started again and rode, I don't know where. When finally I recovered consciousness I found myself in the bottom of a muddy ravine with machine on top of me and the rain was coming down "to beat the cars." Was 11 miles from any house and miles from a railroad. If I could stand being called a quitter I would have thrown up the sponge right there. August 25th, met the Buick automobile crossing the continent from New York. Took some fool's advice about the road and had to sleep on the floor with a stock tender for a stage coach line at Pass Creek. Got a picture next morning of stage and had a man on horseback pilot me to right road. Went over the mountains and through the sage brush until I was near dead from the bouncing.

"August 26th, lost my watch in the Rockies and went back but couldn't find it. I won't know how to face my mother, as it was a present from her. August 27th, largest mileage of the trip, even if I did come over the bad stretch from Laramie to Cheyenne. Got twisted and started directly east, going over the mountains, through ravines, in fact, any old way until I came to a road running in the right direction. Left Cheyenne at 11:30 to-day. Next day Holden joined me again at North Platte, having trained it from Echo, Utah. Wednesday, August 29th, caught a picture five miles west of Laramie of a sign post which is 1733 miles from Boston and the same from Frisco. Following day got within 20 miles of Omaha. Left Omaha August 31st at noon and went 40 miles out of the way. While in Omaha saw the *Bicycling World* and read account of trip. September 1st, left Des Moines at 5:30 p. m., bound for New York. Say! the farmers here ought to scrape the skin off their farms and bottle it. It would find a ready sale as a glue. It's the gummiest stuff I ever saw. Look for me in New York on or before the 10th."

Walthour Trims Hall and Dussot.

Robert J. Walthour again showed that he has not lost his old-time speed by trouncing Tommy Hall and Antonie Dussot in a 50-kilometre motorpaced race at the Velodrome Buffalo, Paris, on Sunday, 22d ult. The management sought to get Walthour defeated by pitting two men against him, each going half the distance, 25 kilometres, but in this they were not successful, Walthour winning out easily. Tommy Hall was the first to try conclusions with the American and at the end of 25 kilometres Hall was six laps in the rear. Then Dussot came on for the same distance at the end of which he had lost three laps, giving Walthour the match by 9 laps. His time for 50 kilometres was 39:35½.

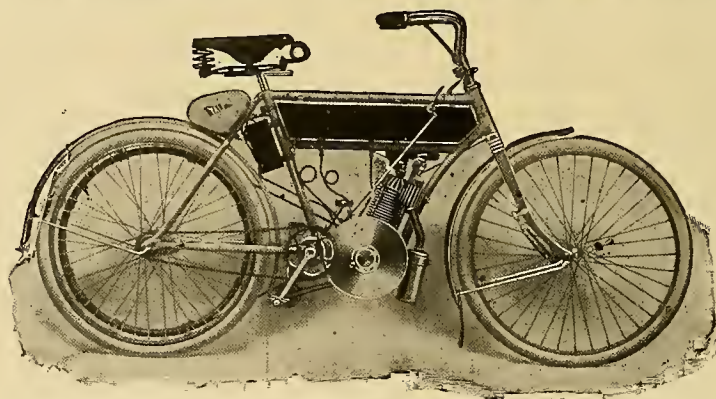
"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding.

Gifts of Gold or Greenbacks

No Yale agent asks or desires anything of the sort, but if paying more than \$175 for a motorcycle will make anyone feel that he is getting a better machine we presume the agent will accept the gift and put it to public spirited use.

The Price of the **Yale-California** is but **\$175**

and more money will not assure a better motorcycle.



As we have remarked before, the impressive performance of the Yale-California in the F. A. M. Endurance contest with its rain, mud and hills is borne out as convincingly in every day use. Here is but one of many evidences of the fact:

King Street, Port Chester, N. Y., July 21, 1906.

In justice to your Yale Motorcycle, I am now writing this to tell you that your machine has another satisfied rider.

Last season I purchased a chain driven motorcycle of excellent manufacture, but every time I went for a ride I had some trouble. This year, after riding my old machine for two months I saw that I should have to try a new machine, or else suffer the same Troubles as last season. Thereupon, I sent to nearly every manufacturer for catalogues, etc. As you will probably remember, your firm was one to which I sent. Your Yale favorably impressed me when I saw it at the Auto Show in New York last January and still more after reading your catalogue.

So to make a long story short, I bought a Yale California from Mr. George Kapp, local agent under your Mr. Mann, general agent of Westchester county, and I would not exchange the cycle for any other motor made. Your engine is perfect, as is the belt drive. The large flywheel on the outside of crank case makes running at a very low, remarkably slow speed, possible. The one hand grip control is all that can be expected, being positive in its action. So far I have had no trouble with the carburetor and hope that I will have no trouble during the riding season. There are many steep hills about here, but I have no trouble in making any of them. For speed on the level, the Yale is up with the fastest machine, which it has been my pleasure to meet. To sum up, I think that the Yale California is the greatest motorcycle for all around work and if this letter can be of any use to you, you may make use of it.

Thanking you for past favors, and wishing you continued success with the Yale, I am,

Yours very truly, CLARENCE H. WILSON.

Agents Wanted in Unoccupied Territory

CONSOLIDATED MANUFACTURING CO., Toledo, Ohio

KLUCZEK BECOMES A CHAMPION

Amateur Contenders for Title Jockey Like Frenchmen—Nelson Wins Paced Race.

Watson J. Kluczek, of the Roy Wheelmen, of New York, is the half-mile amateur champion of America. He won the title at the first of the championship series, which was decided at Vailsburg last Sunday, 2nd inst. The amateur championship is determined yearly by a series of six races at different distances, each of which carries the championship title for that distance for one year. First, second, third and fourth men in each of these races, receive, respectively, five, three, two and one points, and the rider totalling the greatest number of points at the conclusion of the series is the American amateur champion.

Last Sunday's races attracted a big crowd to the historic board track, there being about 4,000 people in the grandstand and bleachers. The first of the championship races was decided by four trial heats, two semi-finals and a final, and after the preliminaries had been run off there remained Charles A. Sherwood, New York A. C.; Martin Kessler, Tiger Wheelmen; A. C. Spain, Bloomfield; Urban McDonald, Tiger Wheelmen; George Cameron, New York A. C.; Benjamin Neuschaefer, National T. V. Wheelmen; Frank W. Eifler, Century Road Club Association and Watson J. Kluczek, Roy Wheelmen, to contest the semi-finals.

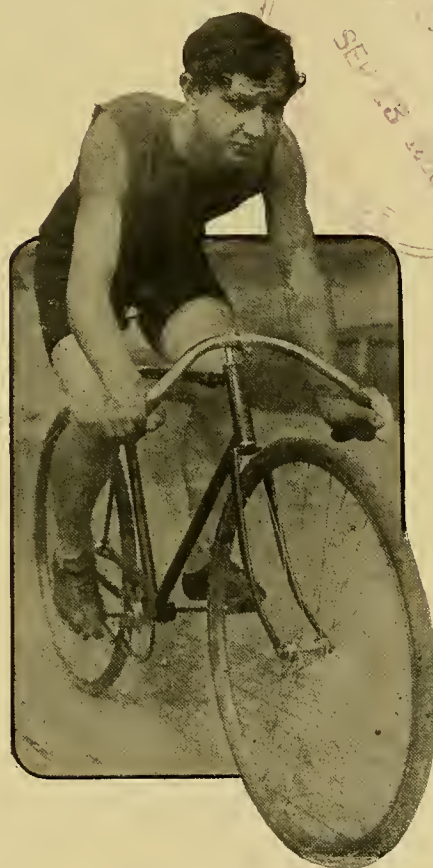
In the first heat the line-up from the pole up was McDonald, Sherwood, Kessler and Spain. The riders indulged in a jockeying match for the first lap and just after reaching the first turn after the bell Kessler fell, rubbing against Sherwood's rear wheel. Sherwood jumped into the lead with Spain on his wheel. Sherwood beat Spain at the tape by a length, but the fight between the negro and the tiger was for blood, the negro managing to get home by four inches.

The second heat was even slower than the first, so slow, in fact, that Eifler fell just after the start. On the bell lap Cameron took the lead, holding it throughout, Kluczek beating Neuschaefer to qualify.

In the final heat Cameron had the pole, with Sherwood, Kluczek and Spain next in line. The four men started to jockey on the first turn, when suddenly the negro, Spain, took it into his head to jump. He took a flier from the bank and had gained a big lead in the backstretch. Coming down into the straight for the bell lap Spain saw that the others would overtake him before he could go the other quarter, so he slowed. At the last eighth Kluczek had the lead. Cameron came up and passed, dropping down on the pole. Cameron began to unwind and Kluczek moved up even with him. The pair were going neck and neck as they rounded the last turn and came down stretch even. Kluczek gave one of his

pretty little 'thank-you-very-kindly-ma'am jumps right at the tape and beat Cameron by less than two inches. Sherwood was a good length behind and the negro last, three good lengths trailing Sherwood.

Thirty-three ambitious and aspiring "simon pures" started in the two mile handicap, with Sherwood and Eifler on scratch. Sherwood's tire blew up early in the race and he was forced to withdraw. The pace was fast from the start and the field bunched soon. George Cameron, the Mercury-footer, who is always good for a long



WATSON J. KLUCZEK
Half-Mile Amateur Champion

sprint, took the lead at the bell and was never headed, winning out easily over Martin Kessler of the Tiger Wheelmen. Arthur R. Wilcox, of the National A. C., was third, and Watson J. Kluczek, of the Roys, was a close fourth.

Quite a fight developed in the professional events, due to Joe Fogler's first appearance at Vailsburg this season. The first event was a three-quarter mile open. In the first heat Halligan tried to steal away from the bunch, but was soon pulled down by Krebs and Ashurst. At the bell Hill led, Krebs taking the lead soon after. Krebs led into the home stretch, but Ashurst beat him to the tape; Schlee was third. Fogler took the lead in the second heat and led the way, Rupprecht and Glasson qualifying. In the final heat Ashurst had the pole, Fogler, Krebs, Rupprecht, Schlee and Glasson being entered in this order. Just after the bell sounded Rupprecht went out,

pulling Krebs, with Ashurst in front for Fogler. Both Ashurst and Rupprecht turned their men loose on the last turn and Krebs led into the stretch with Fogler coming on fast. The "Flying Dutchman" deliberately swung Fogler near the tape, but Fogler has become used to this kind of riding in Salt Lake City and he came on and beat Krebs at the line by the width of a tire. Krebs, as usual, wanted to protest and asked "How about team work?" but as there was apparent team work on both sides, no attention was paid to Krebs. Glasson was third and Schlee fourth.

The five mile handicap was a grand scramble among the long markers for the dollar laps. Arthur Mitchell got the first and stopped. Al. Judge got the next two and then he and Davenport helped each other for several laps. After that everybody took a "whack." Ashurst was picked to win the race, but a puncture put him out of business three laps to go. Up to this time Fogler had been doing most of the pulling for the low markers. Hill led at the beginning of the last lap. Fogler had the lead into the stretch but Rupprecht turned Krebs loose and the "Flying Dutchman" came on and won by a length, Fogler getting second, Schlee third and Rupprecht fourth.

Joe Nelson had the better of Johnny King in the motorpaced race, winning in two straight heats. After going three laps the race was stopped, because Keefe, King's pacemaker, could not handle the machine. After another ineffectual attempt, Paul Hildebrand, a Milwaukee motorcyclist, who had never ridden the track before until the previous afternoon, and who had never paced a man in a race, volunteered to lead King. Hildebrand used an ordinary road machine—a Harley-Davidson—and naturally this did not afford much protection to the man behind. The Milwaukee man handled the machine like a veteran, but King could not follow and Nelson took the lead just before the first mile and was never headed, gaining a lap just at the finish. Nelson was paced by Hunter. In the second heat King and Nelson both made good at the start with King on the pole. At the ending of the first mile King had 20 yards lead and at the second mile both machines and men were going neck and neck, with Nelson on the outside. This was really a good heat. Nelson made his attack in the backstretch of the lap finishing the third mile and in the effort to stave him off King lost his pace. This gave Nelson an advantage which Hunter was quick to perceive and he pulled his man around for a gain of a lap at the next mile. King rallied, however, and passed Nelson, but he could not hold the pace and quit just before the finish, Nelson winning out by 2½ laps. After the motor paced race Hunter and Hildebrand had several impromptu brushes which were hugely enjoyed by the crowd. The Milwaukeean won out every time and was loudly applauded, especially

so when he did an official mile exhibition in 1:33. Later Alfred Ashurst did a mile exhibition, paced by Hunter, in 1:46½. Previous to the races an ambitious motorcyclist tried to emulate Albert Champion and rode off the track on the backstretch. Luckily, he was not injured beyond a shaking up, but the front wheel of his machine was bent in a spiral twist. The summaries:

Half-mile novice—Final heat won by T. Francis, Newark; second, George Thoreakos, Brower Wheelmen; third, H. Watsmuth, Jersey City. Time, 1:17½.

Half-mile open, amateur, for national championship—First heat won by C. A. Sherwood, N. Y. A. C.; second, Martin Kessler, Tiger W. Time, 1:27. Second heat won by Urban McDonald, Tiger W.; second, A. C. Spain, Bloomfield. Time, 1:10¾. Third heat won by George Cameron, N. Y. A. C.; second, Benjamin Neuschaefer, National T. V. W. Time, 1:10¾. Fourth heat won by Frank W. Eifler, C. R. C. A.; second, W. J. Kluczek, Roy W. Time, 1:13½. First semi-final heat won by C. A. Sherwood, N. Y. A. C.; second, A. C. Spain, Bloomfield. Time, 1:59¾. Second semi-final heat won by George Cameron, N. Y. A. C.; second, Watson J. Kluczek, Roy W. Time, 1:43½. Final heat won by Watson J. Kluczek, Roy W.; second, George Cameron, N. Y. A. C.; third, C. A. Sherwood, N. Y. A. C.; fourth, A. C. Spain, Bloomfield. Time, 1:35¾.

Three-quarter mile open, professional—First heat won by Alfred Ashurst; second, Floyd Krebs; third, Charles Schlee. Time, 1:43. Second heat won by Joe Fogler; second, Edward Rupprecht; third, George Glasson; fourth, Charles Schlee. Time, 1:51¾.

Five mile motorpaced match, professional—First heat won by Joe Nelson; second, John King. Time, 9:07. Second and final heat won by Joe Nelson; second, John King. Time, 9:33.

One mile motorpaced exhibition—Alfred Ashurst. Time, 1:46½.

One mile motorcycle against time—Paul Hildebrandt, Milwaukee. Time, 1:33.

Two mile handicap, amateur—Won by George Cameron, N. Y. A. C. (10 yards); second, Martin Kessler, Tiger W. (25 yards); third, A. R. Wilcox, National A. C. (200 yards); fourth, Watson J. Kluczek, Roy W. (30 yards). Time, 4:20.

Five mile handicap, professional—Won by Floyd Krebs (scratch); second, Joe Fogler (40 yards); third, Charles Schlee (150 yards); fourth, Edward Rupprecht (60 yards); fifth, George Glasson (180 yards). Time, 11:34. Laps—Arthur Mitchell (1), Al. Julge (4), Harry Davenport (4), J. T. Halligan (1), Ben Hill (5), Charles Schlee (2), Albert Triebeal (1), Joe Fogler (1).

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Publishing Co., 154 Nassau Street, New York.

22-HOUR PACED RACE AT REVERE

Three Teams Compete and the "Irishmen" Win—Rain Falls and Motors Balk.

James F. Moran, Elmer J. Collins and Pat Logan, riding as the Irish-American team, on Monday night, at the Revere Beach saucer, won the first 22-hour motor-paced team race ever held. At first it was designed to hold a 24-hours' race, but on account of Massachusetts' peculiar laws, this could not be done. At the end of 22 hours the Irish-American team had covered 538 miles, and the Boston team, represented by William Stinson, Hugh MacLean and J. B. Coffey, was in second place with a total mileage of 525 miles ¾ lap. The New York team, consisting of John and Menus Bedell and Dennis Connolly, was last, with 503 miles 1 lap.

Several thousand persons gathered at the track to see the start of the terrific grind at five minutes past midnight, Sunday. MacLean, John Bedell and Collins started the race for their respective teams and Turville paced MacLean. Ruden was in front for Bedell and Saunders was up for Collins. For the first half hour the pace was terrific. Collins and MacLean rode neck and neck in the fifth mile when Collins got ahead. Bedell passed MacLean after fifteen minutes, riding. After twenty minutes' riding MacLean was relieved by Stinson, who passed Bedell and rode neck and neck with Collins for a lap, but Collins pulled away again. Moran came on and relieved Collins, who was a lap ahead at the end of the first half hour. Stinson passed Moran, as did Menus Bedell, who came on to relieve his brother. In the twenty-first mile John Bedell punctured and fell heavily, but was able to get to his dressing room. At the ending of the first hour the team led with 35 miles 7 laps, the New York team was second with 35 miles 5 laps, and the Irish-American team third with 35 miles 3 laps. Due to John Bedell's brilliant riding, the New Yorkers changed places with the Boston contingent at the second hour and had gained two laps, having ridden during the first two hours 71 miles 5 laps. The Irish-American team was three laps behind the leaders with 71 miles 2 laps.

During the early hours of the morning it began to rain and the riders had to leave the track. Then MacLean was compelled to quit the race and this left the work of the Boston team to two riders, Stinson and little Coffey. The New York team had hard luck, their motor balking time and again. In fact, the Bedells always seem to have the worst motor shoved on them and it is the opinion that if as good pace was furnished them as others, the New Yorkers could show MacLean and a few other cracks something about riding. The climax for the New York team came a half hour

from the finish when their motor refused to work at all and they quit the race with thirty minutes' riding to be done.

The last hour was what the race-goers were looking for and nearly 3,000 spectators waited for the finish.

The Irish-American team rode a great race, Moran and Collins doing a great deal in gaining lost ground. Their best riding was done at 7:45 o'clock when Stinson and Connolly were carrying on the work for the other teams. The Irish-Americans then cut loose and rode rings around the other teams which gave them an advantage which eventually led to victory.

To Stinson and little Coffey goes the greatest measure of praise even though they were beaten. MacLean suffered from saddle trouble a week ago and he could not mount his wheel after riding the first couple of hours, thus leaving Stinson and Coffey to fight out alone. Coffey rode a great race for a youngster, this being the first long grind he has ever participated in, and it is very likely he will ride in the six-day race. Stinson rode as he has never ridden before, making a brilliant fight in the last ten minutes and nearly lapping Moran twice. The only accidents were those to John Bedell, who was thrown twice, but Bedell pluckily continued and was always ready to fight for his team when they called for him. Had the Bedells good pace it is thought they could have given Moran, Collins and Logan a good fight.

Sternberg Wins Chicago's Hundred.

This year's annual Labor Day race of the Western division of the Century Road Club Association, a 100-mile handicap, run over the Chicago-Libertyville-Waukeegan course was but slimly attended, both by riders and spectators. Leon Sternberg, who had never ridden a race before, received the limit—2 hours 30 minutes—and won out by fifteen minutes. Sternberg covered the course in 7:43:29. The feature of the race was the riding of the veteran, William Blum, who started from scratch and finished second in addition to winning first time prize. Blum's time for the 100 miles was 5 hours 28 minutes 26 seconds. The third man to finish was Val Kousalik, with one hour handicap; this time was 6:51:28. Following this trio, Erwin Siegel, Jack Moffat, Nick Kocklet, George Rymer, W. Standt, Henry Franz, Edward Morris and Henry Gaston finished in the order named.

Trotter with a Winning Gait.

Dan Trotter was an easy winner in both bicycle races that enlivened the Labor Day Athletic meet at the P. R. R. Y. M. C. A. grounds in Philadelphia. The first race was a half-mile and Trotter easily defeated C. Coyle for first place. Charles F. Gebhard was third and W. Trotter fourth. Time, 1:30. Coyle ran second to Trotter in the one mile, W. Trotter getting third and Gebhard fourth. Time, 3:52½.

SHERWOOD IS A CHAMPION, TOO

Wins Two-Miles Title at Vailsburg and has Most Points—Sport Spirited.

By winning the two mile championship race at the Vailsburg board track on Monday of this week, Labor Day, Charles A. Sherwood, the popular and speedy young captain of the New York Athletic Club's bicycle team, succeeds to that title and gains the lead in the amateur championship. That the fight this year will be close there is no doubt. Sherwood now leads with 7 points and George Cameron, his clubmate, is second in the point ladder with 6. Some may opine that as Sherwood and Cameron belong to the same club that one will naturally help the other, but this is far from being the case. Cameron is out for all he can get in the way of honors and Sherwood likewise. Watson Kluczek is third in the race with five points, the others who figure being the negro, Spain, with three points and Mike Ferrari, with one point.

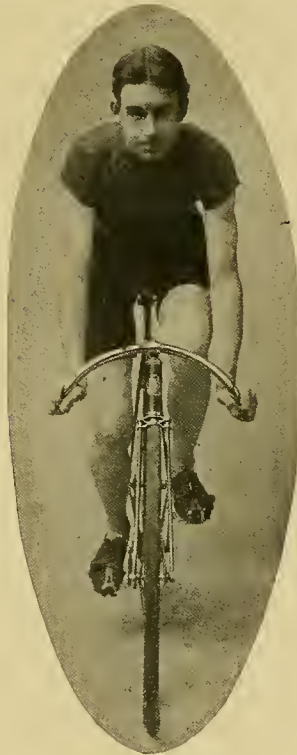
On account of the counter attraction of a free automobile race meet on Labor Day, the box office receipts at Vailsburg shrunk amazingly and the management lost money. Although there was but a small crowd compared with the attendance of the day before the races were just as thrilling and the ardor of the faithful not diminished.

Sherwood, Kessler, Spain, Joe Eifler, Cameron, Neuschaefer, Frank Eifler and Ferrari qualified in the four trial heats of the championship, the trials and semi-finals being at one mile. Spain, Sherwood, Joe Eifler and Kessler lined up, in this order, for the first semi-final heat. The pace was slow, Spain, Sherwood, Kessler and Eifler crossing in this order at the ending of the first and second laps. At the bell Sherwood had the pole with Kessler on and Spain and Eifler on the outside. Eifler jumped after rounding the turn with Kessler on, but Sherwood began to move up on the outside with the negro trailing. At the last eighth pole Sherwood was leading easily and continued in this position down the stretch to the tape. The fight between Spain and Eifler to qualify was warm, Spain coming by on the outside and nipping Eifler by a half-inch at the tape.

Cameron had the pole in the second semi-final with Frank Eifler, Neuschaefer and Ferrari arranged alongside. Cameron's riding and horse play was a feature. At the first turn he bobbed his wise head and made as if to run away, but the other three men had ridden bicycles before and were not susceptible to Cameron's wily invitation to take the lead. Cameron had the lead at the first quarter with Ferrari on, the other two riders riding alongside. At the turn Cameron again tried a fake jump but the others did not seem to care for lemons. The position changed on this lap and when the riders crossed the tape the second time

Eifler and Ferrari were side by side down near the pole, Cameron riding high with Neuschaefer hanging on his rear wheel. Then Ferrari took the lead; he was in front at the bell pulling Cameron. The position was unchanged at the last eighth. Coming around the last turn Cameron went by Ferrari and Eifler got pocketed by Neuschaefer. Cameron beat the Italian by a length at the finish. Just before reaching the tape Eifler swung up and collided with Neuschaefer, both hitting the board. Eifler ran a big splinter into his left leg near the knee cap and had to be carried off the track. He did not ride the next race.

The final heat looked like a team race with Sherwood and Spain against Cameron



CHARLES A. SHERWOOD
Two-Mile Amateur Champion

and Ferrari. "Four nations are represented in this race," said Announcer Burns, "America, Scotland, Italy and Africa." It was true to a certain extent. It was planned to have J. Brennan pace the men in the final heat but Cameron got righteously indignant and was backed up in his protest by Ferrari. "Whoever heard of having single pace in a championship race?" asked the Mercury Footer. Cameron was certainly right, for one mistake of Brennan's might have put one or two of the qualifants out of the running for championship honors. Sherwood led the first time around followed by Spain, Cameron and Ferrari, in this order. Spain went in front of Sherwood in the second lap and Ferrari went up to pull Cameron in the third. The position was unchanged in the next two laps. Things began to happen in the bell lap. Ferrari took a flier off the first bank and Spain annexed his wheel with Sherwood on. At the

last turn Sherwood came by with Cameron hanging on and then Cameron began to move up. This pair fought all the way down the stretch, Sherwood winning by half a wheel. Spain beat Ferrari by two feet, all being bunched at the finish.

Altogether the New York A. C. had a very good day, for besides getting first and second in the championship, Sherwood and Cameron ran first and second in the five mile handicap. The field soon separated into two divisions and Gustave Duester tried to slow the long markers so Eifler could get up. The field bunched in the tenth lap—two and one-half miles. After setting the pace for two miles MacDonald went out hard in the last lap pulling Kessler, his team mate. Kluczek attacked from the outside, not caring to run the chance of getting pocketed after Jacobs quit early in the race. Kluczek led into the stretch with Kessler behind, then Cameron and Sherwood. Kessler could not hold the sprint in the stretch and the others moved up. Sherwood came by on the outside and beat Cameron across the line by a wheel, Kluczek being a half-wheel behind and Magin getting ahead of Kessler by inches. The judges picked Kessler as the fourth man, but later reversed their decision.

Because Fogler and Ashurst got most of the money in the professional events on Sunday there was a big combination out to beat these riders on Monday. Ashurst and Fogler worked together and the riders in the other team appeared to be Krebs, Rupprecht, King, Glasson and Schlee. Ashurst, Krebs, Schlee, Rupprecht, Fogler and Glasson qualified in the two trial heats of the quarter-mile open from a flying start. Ashurst went in front for Fogler and Rupprecht began pulling Krebs. There was a big mix-up in the stretch. Ashurst took a heavy fall forty yards from the tape; he claimed that Rupprecht elbowed him. Krebs deliberately swung in front of Fogler, or the Brooklynite would have walloped him. As it was, Krebs got first, Rupprecht second, Schlee third and Fogler fourth, all in a blanket finish. Fogler had a clear case against Krebs if he had wanted to protest, but the Brooklyn rider has a different nature than Krebs, so he said nothing but gritted his teeth and determined to get even in the next race. He did.

In the three mile handicap, Ashurst went for the limit men, while Fogler toyed with Krebs and Rupprecht. Instead of going out, this trio began a series of remarkable trick exhibitions and each fouled the other every other minute. First Krebs would go down in front of Fogler to let Rupprecht go out and overtake the others, but Fogler would ride straight up the bank, turn suddenly, drop down on Krebs and then tag Rupprecht. It was two against one, but the one knew just as many tricks as the other two. On the backstretch of the next to the last lap Rupprecht got funny and Fogler made him ride off the track. Then Krebs tried to throw Fogler but missed.

Instead of falling Rupprecht had gotten back on the track and he went for Fogler, but the Brooklyn rider downed him again. Krebs, in the meantime, was trying to put Fogler out of business, but on the beginning of the turn Fogler downed Krebs who, as he fell, reached out his hand and pulled Fogler down. They all went down in a heap and for a few minutes a riot seemed imminent. Krebs wanted to fight Fogler, and Fogler said, "Wait until I get my feet out of the straps." No one was hurt, as friends of the belligerents separated them. At the bell King made a jump, with Glasson on. Ashurst was quite a distance in the rear and appeared to have no chance at all, but the "Boy Wonder" lessened the gap by hard riding. At the last turn King let Glasson through on the pole and as they reached the straight Ashurst was more than a length behind. Glasson rode wide and interfered with Ashurst somewhat, but the white-haired lad gave two or three vicious kicks to the pedals and reached the tape five inches in front of Glasson. Schlee was third by half a wheel and a big gap separated Triebal and him.

In the motorpaced race at ten miles between Joe Nelson, paced by Bob Hunter, and Alfred Ashurst, with Joe Fogler in front, there was but one conclusion at the start. Hunter had a big 14 horsepower motor fitted with a roller and if not a windshield, an abnormally wide rear belt pulley which acted as one, while Fogler's machine was a little 4 horsepower motor sans roller and sans windshield. Fogler made up for this deficiency by padding his trousers and stuffing half a dozen towels under his sweaters; it was no wonder nobody recognized him. Nelson had allowed Ashurst two laps in forty, and he gained the first lap at $3\frac{1}{4}$ miles and his second lap at $5\frac{1}{2}$ miles. In the sixth mile Fogler's motor began to race and the belt slipped, so Ashurst let go. At seven miles Ashurst tacked on behind Nelson, but as he had no protection was shaken off after two laps of fast going. In the meantime Fogler had gotten his machine working again. Nelson gained his third lap at seven miles, his fourth at eight miles and the fifth at $9\frac{1}{4}$ miles, and at the finish was $3\frac{1}{4}$ laps ahead of the handicap he had allowed Ashurst. The feature was Nelson's brilliant riding, for the little star of several years ago is just as good as ever. Hunter lived up to his name of "Dare Devil" and he took Nelson one mile at 1:33, which is very fast for the rickety Vailsburg oval. Ashurst showed that he will make a splendid pace follower with favorable conditions and Fogler made good at pacing. The summaries follow:

Half mile novice—Won by S. Stein, Newark; second, E. Jokus, Newark; third, N. Cahill, Newark. Time, 1:36 $\frac{1}{2}$.

Two mile open, amateur, for national championship—First heat won by Charles A. Sherwood, N. Y. A. C.; second, Martin Kessler, Tiger Wheelmen. Time, 2:53 $\frac{3}{4}$. Second heat won by A. C. Spain, Bloom-

field; second, J. M. Eifler, C. R. C. A. Time, 2:51. Third heat won by George Cameron, N. Y. A. C.; second, Ben Neuschaefer, N. T. V. W. Time, 2:38 $\frac{3}{4}$. Fourth heat won by Frank W. Eifler, C. R. C. A.; second, Mike Ferrari. Time, 3:07 $\frac{3}{4}$. First semi-final heat won by Sherwood; second, Spain. Time, 3:18 $\frac{3}{4}$. Second semi-final heat won by Cameron; second, Ferrari. Time, 3:46 $\frac{3}{4}$. Final heat won by Sherwood; second, Cameron; third, Spain; fourth, Ferrari. Time, 7:50.

Quarter mile open, professional, flying start—First heat won by Alfred Ashurst; second, Floyd Krebs; third, Charles Schlee. Time, 0:30. Second heat won by Edward Rupprecht; second, Joe Fogler; third, Geo. Glasson. Time, 0:31 $\frac{3}{4}$. Final heat won by Krebs; second, Rupprecht; third, Schlee; fourth, Fogler. Time, 0:27.

Five mile handicap, amateur—Won by Charles A. Sherwood, N. Y. A. C. (scratch); second, George Cameron, N. Y. A. C. (20 yards); third, Watson J. Kluczek, Roy W. (50 yards); fourth, Jacob Magin, N. T. V. W. (60 yards). Time, 11:16 $\frac{3}{4}$.

Three mile handicap, professional—Won by Alfred Ashurst (60 yards); second, Geo. Glasson (150 yards); third, Charles Schlee (120 yards); fourth, Albert Triebal (200 yards). Time, 6:37. Laps—John Peters (3), H. B. Appleton (1), Marcel Dupuis (1), Ben Hill (1), John King (2), J. T. Halligan (3).

Ten mile motorpaced, professional handicap—Won by Joe Nelson (scratch); second, Alfred Ashurst ($\frac{1}{2}$ -mile). Time, 17:20. Time intermediate miles—1:50, 1:47, 1:38, 1:38, 1:43, 1:33, 1:48, 1:42, 1:42, 1:35.

Denver to Have Another Track.

Jack Hume, of Salt Lake City, and J. A. Payment, of Denver, finally have announced that they have secured backing for the erection of another saucer track in the Colorado capital city. They state that sufficient capital has been secured to build and run the track for several months without drawing on the gate receipts to pay salaries and prizes. A franchise has been secured from the National Cycling Association, it is stated, and the promoters hope to begin the erection of the track at once so that the riders now at Salt Lake City can be brought to Denver to compete in fall races. It was but a few weeks ago that the then existing track at Denver was torn up.

Eighteen in Atlantic City Struggle.

James Teague, riding with a three minute handicap, won the ten-mile bicycle road race over the meadow boulevard, near Atlantic City, N. J., on Labor Day morning. "Dick" Stroud, of Philadelphia, won first time prize after an interesting battle with Richard Hemple, the crack local rider. Stroud's time for the distance was 24:02. The riders went two and one-half miles out, returning to the start and then going out and back to finish. Eighteen riders

started. The order of finish was: 1, James Teague, Atlantic City (3:00); 2, Henry Phillips, Atlantic City (3:00); 3, W. Richard Stroud, Philadelphia (scratch); 4, Richard Hemple, Atlantic City (scratch); 5, Frank Hemple, Atlantic City (2:00); 6, Frank Sullivan, Atlantic City (3:00); 7, David Chew, Gloucester (1:00). Time prize winners—W. Richard Stroud, Philadelphia, and Richard Hemple, Atlantic City. Time, 24:02.

Nerent Makes Another Double Killing.

Charles Nerent made another double killing last Sunday, which is his third season. Nerent won first place and first time from scratch in the fifteen-mile handicap road race of the Roy Wheelmen, at Valley Stream, L. I. The race was for club members and ten riders started. George Schmoll did a wise thing. About two miles from the finish he saw the scratch men coming and instead of riding his legs off to keep them from catching him, which they would have done anyhow, he sat up, rested until they overhauled him and then sleighrode home for third place, being outsprinted at the tape by one-fifth of a second by Schlosser. Nerent finished half a length in front of his fellow scratch man. The time was 42:30. The summary follows:

1. Charles Nerent.....scratch	42:30
2. C. M. Schlosser.....scratch	42:30 $\frac{1}{2}$
3. George Schmoll.....3:00	45:30 $\frac{3}{4}$
4. Virgil Mercandetti.....6:00	51:00
5. Philip Kury.....2:00	45:50
6. Arthur Rhodes.....scratch	
7. Morris Rosenblum.....3:00	
8. Samuel Rein.....2:00	
9. Henry Lafentre.....3:00	
10. Ralph Roullier.....2:00	

Wins and is Knocked Senseless.

A large crowd watched the bicycle and athletic events run off at Long Branch, N. J., on Labor Day afternoon by the Oakhurst Young Men's Improvement Association. In the one mile open Alonzo Wallace, of Bradley Beach, after crossing the tape a winner, ran into a baker's wagon and was rendered unconscious. His shoulder was badly cut. James Dean finished second in this event and William Hibbets third. Time, 3:00. E. F. Nixon won the six-mile open from Gus Brunner, an old-timer from Asbury Park, after a lively struggle. Fred Jones was third. Time, 24:20. Harry Leahy captured the three mile, Benjamin Ferry and Gus Brunner finishing second and third, respectively. Time, 11:20. In the two mile, James Dean beat Ferry to the tape by a narrow margin, William Grammin trailing third. Time, 7:10.

Beveridge Proves a Flying Virginian.

William Beveridge won the one mile bicycle race that constituted part of the Labor Day athletic events at Richmond, Va. Otto Hanks was a close second, William Newton crossed third and Oliver Hope fourth. As the race was held over a straightaway course the time was not taken.

KRAMER TAKES THREE STRAIGHT

Lawson Makes Sorry Showing in Salt Lake Series—Good Sport Otherwise.

Salt Lake City, Aug. 29.—Frank L. Kramer defeated Iver Lawson in the two mile match race at the saucer track last evening by nearly three lengths. To many the result was no doubt a surprise, but none who saw the race will deny that the Swede was all in and that Kramer won on his merits. W. E. Samuelson was selected to set the pace for the contestants for the first mile and six laps on the next. Instead of furnishing a good, steady pace all the way, Samuelson went slow until two laps before it was time for him to quit and then he pedalled as if mad. Undoubtedly this killed Lawson and as Kramer was the stronger rider he won. Samuelson was harshly criticized for his grandstand play. Kramer rode the race from behind, Lawson in front. When less than two laps from home Kramer started to go around Lawson and then followed a struggle that was grand and desperate. At first it seemed that Kramer would never overtake Lawson, but the East Orange rider held the pace and gradually moved up alongside the Swede. At the half a lap to go and when it seemed that Kramer could not longer ride on the outside at the pace Lawson was setting, he jumped, went ahead, and flashed across the tape a winner by over two lengths. After the race Lawson made a fool of himself by stating that he was unfit physically and that Kramer had beat a cripple. All this made more friends for the champion.

Floyd McFarland carried off the honors in the regular program which, by the way, was an exceptionally good one. In the two trial heats of the one mile open, Hollister, Downing, Pye, Mitten, McFarland, Clarke and Samuelson qualified. In the final McFarland snatched victory from Hollister when it seemed that the latter's team mate, Samuelson, had given him an insurmountable lead. Pye got third and Clarke fourth. The time was 1:55½.

But especially did the elongated San Josean show to advantage in the two mile team match race with tandem pace. McFarland and Downing were arrayed against Hollister and Samuelson. Hollister jumped too quickly for Samuelson, who was left behind, and so when the final sprint came McFarland and Downing took easy money. Hollister had used up all his sprint to no advantage and Samuelson could not go around "Long Mac" who was riding like a war horse.

The one mile invitation was won in very clever fashion by Walter Bardgett, the Buffalo crack, from Ben Munroe, the Southern champion. Pedlar Palmer, of Australia, got third and Agraz and Wilcox crossed the tape next in order.

Little A. Crebs sprang a surprise in the

half-mile amateur handicap when he ran away from the rest of the field from the 65-yards mark, beating out Mayerhofer, Wright, Carter and Diefenbacher, in this order. Then it was up to "Bridget" Bardgett to take the crowd to Heidelberg's for a keg. The tall and lanky Jack Hume got the two-mile lap race, although West and Schnell gave him a mighty tussle in the last couple of laps. West got second and Schnell third. John Berryessa and Hal McCormack, the two Californians, were, respectively, fourth and fifth. The summaries follow:

Half-mile handicap, amateur—Final heat won by A. Crebs (65 yards); second, Rudolph Mayerhofer (50 yards); third, Phil Wright (55 yards); fourth, G. Carter (45 yards); fifth, Rodney Diefenbacher (20 yards). Time, 0:55.

One mile open, professional—Qualifants: Hardy K. Downing, San Jose, Cal.; C. L. Hollister, Springfield, Mass.; E. A. Pye, Australia; Worthing L. Mitten, Davenport, Ia.; Floyd McFarland, San Jose, Cal.; W. E. Samuelson, Salt Lake City, and A. J. Clarke, Australia. Final heat won by McFarland; second, Hollister; third, Pye; fourth, Clarke. Time, 1:55½.

Two mile lap, amateur—Won by Jack Hume; second, Fred West; third, F. E. Schnell; fourth, J. Berryessa; fifth, Hal McCormack. Time, 4:08. Laps—Hume (1), West (1), Holliday (3), Crebs (2), Mayerhofer (3), La Belle (1), Burrows (2) and Nash (1).

One mile invitation, professional—Won by Walter Bardgett, Buffalo; second, Ben Munroe; fourth, Emil Agraz, Mexico; fifth, S. H. Wilcox, Salt Lake City. Time, 2:00½.

Two mile team match race, professional—Won by McFarland-Downing; second, Samuelson and Hollister. Time, 3:59.

Two mile match race, professional—Won by Frank L. Kramer; second, Iver Lawson. Time, 4:24.

Salt Lake City, Sept. 1.—If there are any persons in Salt Lake City who think Lawson can out-ride Kramer, they are keeping mighty still about it to-day, for last night the national champion trounced Lawson in two straight heats, thereby winning all three races of the series. There are one or two who are muttering things about Lawson, but they are only whispers and are best not repeated. There are many people walking around the city looking extremely sad to-day and asking their fellowfortunates for a smoke or drink or price of a meal, as the case may be, for many last night staked their all on Lawson and the "all" went to the Kramer backer. It is estimated that many thousand dollars changed hands as the result of the races, one single bet of \$2,000 at even money and several wagers of \$500 to \$1,000 were made. When the riders went to the post the odds were even since Kramer trounced Lawson so easily the other night in the first race of this

series. The largest crowd that ever witnessed a bicycle race in Salt Lake City gathered at the saucer track last evening to witness the battle between these two acknowledged fastest sprinters in the world, and the first race was so close that the vast throng could but pity the four judges who had to make the decision.

The first race was at one mile and with the eyes of six thousand persons glued upon them, the two riders, Lawson leading and Kramer trailing, circled the wooden bowl six times with Pacemaker Palmer breaking the wind. Just as the seventh lap was entered both jumped and the battle was on. Kramer quickly worked himself even with Lawson and neck and neck they almost flew around the oval. First Kramer would lead by inches only to be passed by Lawson's jumps, and so they see-sawed. On the last half-lap Lawson forged slightly ahead and the spectators held their breaths, but almost immediately the champion had gotten abreast, and every muscle in arms, legs and faces stood out like whipcords. Kramer made a last sprint which was met by Lawson's jump and they flashed over the tape neck and neck. Then there was silence. Both riders dismounted and Lawson got a few cheers and, presuming he had won, he hurried to his dressing room. And then silence fell over all again. Several stake holders who held money gave it to the Lawson bettors, but still no announcement from the judges who were holding their heads close together. And then came the announcement: "Kramer wins." There were some cheers and some murmurs. Charles H. Dowse and J. H. Moore were the judges who decided for Kramer and H. S. Anderson decided for Lawson.

When the decision was carried to Lawson in his dressing room his feelings can well be imagined. He flatly refused to ride the other heat, but after Bardgett, McFarland, Downing and a few others pleaded and coaxed him not to show the white feather, he went out for the three mile race. Kramer was the first to come on the track and he was cordially received; so was Lawson. Agraz and Munroe furnished the pace until two laps from home. Kramer went to the front and Lawson trailed. Just as the riders rounded the curve of the seventh lap in the last mile Kramer bobbed his blonde head and was away from home, opening up a gap. Lawson closed up and until half a lap from the tape hung onto Kramer's rear wheel; then he started to go by. On the north turn Lawson worked up abreast and jumped, but Kramer was there with the sprint and won out by a scant wheel's length.

The regular program was exciting to the highest degree. Downing pulled McFarland in the half mile open and turned him loose a lap to go. McFarland easily beat Hopper to the tape in 56 seconds. Clarke was third and Bardgett fourth.

Pye and Clarke trimmed Hopper and

Bardgett in the one mile team race and T. M. Samuelson crossed the tape with a good lead in the five mile motorcycle race. Turville was second and Schmidt third.

In the amateur events West and Hume shared honors, West capturing the quarter-mile open from Giles and McCormack in this order, and Hume winning out over Berryessa and Holliday in the three mile lap. The summaries:

One mile match match, professional—Won by Frank L. Kramer; second, Iver Lawson. Time, 2:18.

Three mile match, professional—Won by Frank L. Kramer; second, Iver Lawson. Time, 6:40.

One mile match team, professional—Won by A. E. Pye-A. J. Clarke; second, Walter Bardgett-Norman C. Hopper. Time, 1:58.

Quarter-mile open, amateur—Final heat won by Fred West; second, P. Giles; third, Hal McCormack; fourth, R. Diefenbacher. Time, 0:30.

Three mile lap, amateur—Won by Jack Hume; second, John Berryessa; third, J. E. Holliday; fourth, Fred West. Time, 6:17.

One mile open, professional—Won by Floyd McFarland, San Jose, Cal.; second, Norman C. Hopper, Minneapolis; third, A. J. Clarke, Australia; fourth, Walter Bardgett, Buffalo. Time, 0:56.

Five mile motor race—Won by T. M. Samuelson; second, C. Turville; third, Schmidt. Time, 6:32½.

Salt Lake City, Sept. 4.—Any time Floyd McFarland is in a race he must be counted on. That used to be a maxim years ago and still holds. The lanky pedal pusher from California impressed this fact upon W. E. Samuelson in the five mile open professional at the saucer track last night. Two laps from home Samuelson, with Hollister glued to his wheel, pulled from the tail end of the procession and in circling the bunch cut McFarland, so close as to force him off the boards onto the cement. For a moment it looked as though McFarland was out of the race, but he immediately came back on the saucer and was hot foot after Samuelson. By this time Samuelson and Hollister had secured a good lead and it seemed almost out of the range of possibility for McFarland to close the gap. But he stuck to his task with Lawson and Downing tagging on behind and closed up in less than one lap. Just as he circled around Samuelson and Hollister, Lawson, with whom he had been teaming, came around from the rear and beat "Mac" to the tape by two inches. Downing was a close third.

The attendance last night was not up to the standard, probably because Kramer and Lawson were not matched to battle. Those who stayed away missed one of the best cards of the season, replete with fast riding and stirring incidents.

In the one mile handicap, professional, it was a case of riding all in to win. McFarland punctured early and was put out of the running. Jumping from the front fully

two laps from home, S. H. Wilcox swung into the lead and set a heart-breaking pace until the finish. Hollister made a desperate effort to pass him in the last lap, but Wilcox developed an unexpected burst of speed that bordered almost on the phenomenal and won out. Bardgett was third, Pye fourth and Downing fifth.

The scratch men did not have a look-in in the three mile handicap. After plugging away desperately for more than two and one-half miles Hume and West did not even succeed in getting the tail end on the procession and did not figure in the sprint at all. Holliday won out with Giles second, McCormack third, Schnell fourth, and Diefenbacher fifth. The time was 6:09.

Palmer's fight against Williams in the unlimited professional pursuit brought the crowd to their feet. Achorn was tagged by Wilcox in two laps and took fourth place. Manager Chapman announced during the evening that racing will be continued during the month. The summaries follow:

Half-mile open, amateur—Qualifants: Fred West, John Berryessa, Hal McCormack, Ed Mayer, R. Mayerhofer, F. H. McLaughlin, Jack Hume, R. Diefenbacher, and P. Giles. Final heat won by Hume; second, McCormack; third, West; fourth, Diefenbacher. Time, 0:58½.

Unlimited match pursuit, professional—Won by W. P. Palmer, Australia; second, Saxon Williams, Buffalo; third, S. H. Wilcox, Salt Lake City; fourth, J. E. Achorn, New York City. Time, 7:31. Distance, 3 miles 7 laps 155 yards.

One mile handicap, professional—Final heat won by S. H. Wilcox (85 yards); second, C. L. Hollister (20 yards); third, Walter Bardgett (50 yards); fourth, E. A. Pye (35 yards); fifth, Hardy Downing (10 yards). Time, 1:52¾.

Three mile lap handicap, amateur—Won by J. E. Holliday (60 yards); second, P. Giles (80 yards); third, Hal McCormack (40 yards); fourth, Fred Schnell (85 yards); fifth, Rodney Diefenbacher (45 yards). Time, 6:09. Laps—Holliday (2), Schnell (1), Crebs (3), Mayerhofer (5), Carter (3), Mayer (3), Naish (4), Anthony (2).

Five mile lap, professional—Won by Iver Lawson; second, F. A. McFarland; third, Hardy K. Downing; fourth, C. L. Hollister; fifth, A. J. Clarke. Time, 10:25½. Laps—McFarland (1), Samuelson (3), Bardgett (11), Wilcox (12), Agraz (6), Achorn (2), Mitten (4).

Ducker Succumbs to the Motorcycle.

After having pedalled bicycles for 26 years and the Columbia in particular through its various stages for 25 years, Henry E. Ducker, the veteran cyclist and "Father of American cycle racing," as he sometimes is styled, and certainly the king bee of the early race promoters, has "succumbed," which is to say, he is now a motorcyclist. Ducker has got him a French machine and is carried away with it and with his old time enthusiasm he is preach-

ing the virtues of having a little help in getting through this world when old age begins to overtake. Although Ducker insists that he is not so old, still he is very near the sixty mark, but is as full of cycling enthusiasm as when in his forties.

As he expresses it, the bicycle had a tendency to cause one to think that the earth was shrinking, the two-speed gear reduced the hills and head winds, but the motorcycle has done all of that and more, making the earth seem small and rendering it impossible to find any hills; as to winds, why the hardest blow is as a gentle zephyr and riding one continuous round of pleasure. Ducker has rounded out one hundred thousand miles on the pedal bicycle and has a string of century bars that reach to the ground, and says now he hopes to live long enough to ride another hundred thousand miles on motorcycles, his only trouble at the present time is that good roads are not long enough for a respectable ride; he thinks nothing of doing forty or fifty miles after supper, on the roads around Albany, N. Y., where he now resides, and says the speed he can develop is the sort he dreamed of in the Springfield tournament days.

Boyd Wins Motorcycle Road Race.

G. R. Boyd, riding a 2¼ horsepower R-S motor bicycle, won the first motorcycle road race ever held in Colorado on Monday afternoon, 3d inst. The distance was 25 miles, the riders going out 12½ miles and returning. Boyd's time was 39 minutes. A large crowd of interested Denverites witnessed the start and finish of the race.

The course was over the old Rambler road and owing to the recent rains was in poor condition. Three of the fourteen riders failed to finish. F. E. Shatzer was riding well up, in second place, when he slipped in the mud and fell heavily. His goggles were broken and the glass cut his face badly, but he remounted and finished in seventh place. One of the contestants was Francis W. Davis, who finished third. Davis was one of the three intrepid motorcyclists who recently scaled Pike's Peak, the first ever to accomplish the feat. The summary follows:

1. G. R. Boyd, 2¼ R-S.....0:39:00
2. A. S. Margason, 1¾.....0:43:00
3. F. W. Davis, 2¼ R-S.....0:43:01
4. R. E. Merchant, 2¼.....0:50:00
5. W. M. Davis, 2¼ R-S.....0:51:30
6. Fred. R. Horton, 1¾.....0:53:00
7. J. E. Schatzer, 1¾.....1:00:30
8. Fred. Johnson, 2¼.....1:01:30
9. Joe Watter, 2¼.....1:05:00
10. John Salmon, 1¾.....1:11:00
11. W. J. Hunter, 4.....1:30:00

Hugh MacLean Goes Abroad.

Hugh MacLean, the Chelsea pace follower, sailed from Boston on Tuesday, on the steamer Kronprinz Wilhelm, for Europe. He will ride in Paris on the Sunday following his arrival on the other side.

MR. MARSH HOLDS HIS SPITEFEST Special Steamer "Sinks" and Other Things Occur—Even Ralph De Palma was There.

Mr. Marsh, that is, the National Association of Marsh, or the National Association of Motorcyclists, as, for obvious reasons, he prefers on occasion to be known, held his "annual meet" or spitefest on Saturday and Monday last, when a damp marshy odor pervaded the atmosphere. It occurred at Woonsocket, R. I., where Mr. Marsh acted as host to himself.

He couldn't get anyone to invite him and as extending an invitation to oneself does not look exactly right, he created a host even more easily than he created his "national association." It will be recalled that after the referee at a F. A. M. meet had disqualified one of his riders for "ringing" in a special racer in a stock machine event, he proved himself a good loser and a rare sportsman by organizing himself into an association, merely by printing a title on a sheet of paper. It is said he formed himself into a Woonsocket host without going to such expense. Lighting his pipe, he bid his "trusties" light theirs. They did so and as they puffed, presto! the "Eastern Motorcycling League" was woven in smoke. It is what some mean fellows would call a fake. But it served the purpose. It "invited" Mr. Marsh to come to Woonsocket and his prose poet also composed an invitation to others suitable to the occasion. The "invites" were run off on a mimeograph or some other dime-saving instrument, by an office boy. Mr. Marsh doesn't like Indians. There is a report that the sigh of even the cigar store article makes him feel ill. His prose poet vented his feelings in the mimeographed E. M. L. "invitation." It consisted largely of a series of spitballs directed at the Indian or its makers—one of them was so crudely thrown that it splashed over all other motorcycle manufacturers. It stated that they were "hogs"—"whole hogs." One of Mr. Marsh's trusties also printed a little program. It outlined all that was to be done at Woonsocket: There would be nine races to the track, a reliability run and some other things. Riders were coming from all directions while a "special steamer" would bring the throng from New York. It is possible that a steam runabout was meant, but as a tug boat sank in the New York harbor about that time it may be that it was the "special steamer" that never sailed.

Despite all that has been said, perish the thought that Mr. Marsh or his associates had absolutely anything to do with the Woonsocket "spitefest." Mr. Metz, Mr. Marsh's partner, merely hired the track and told the Woonsocket reporter that there would be at least one hundred entries; Mr. Marsh merely solicited prizes and went over the course—in an automobile—making

arrangements for the "reliability run"; Mr. Marsh's man, Hoyt, merely sent out the blanks and received the few entries and the little money therefor that came in and only three Marsh representatives outwardly served as officials—so what truth can there be in the statements that Marsh is his own association?

But the day of the race meet arrived—Saturday, September 1st—even if the 100 entries failed to do so. There was something the matter with the crowd also. It was missing, despite the fact that admission tickets had been handed out gratis and with a generous hand. Including the New York throng, the Marsh staff, the officials, the racing men, the pushers-off, small boys, etc., there must have been as many as 151 persons present. The dark, marshy air became, if it were possible, more frost-like. But "valuable prizes" had been offered—an ammeter was one of the firsts, a bicycle chain was another—and as many as seven men contended for them. Four of the nine events that had been programed were lost somewhere in the shuffle and were not run.

State Representative Swenson, of the Federation of American Motorcyclists, had let it be known that suspension by the F. A. M. and its three allied organizations awaited all who participated in the outlaw races and only three men disregarded the warning. All the others, Estes, the two Greenes and Wyatt, had been already declared "outlaws" and Marsh outlaw meets are the only ones to which they are eligible. Two New Yorkers, Alex Fiedler and F. W. Horenburg, also rode, and both ran into the fence early in the day, wrecking their Marshes and considerably bruising themselves, Fiedler being rather severely injured. He is the office boy and head repairer for the Marsh agent in New York, and like Horenburg, had suffered a period of suspension. Ralph De Palma, of Brooklyn, N. Y., who several years ago was suspended for masquerading as "Bob Pullman" and later was disqualified for life for reprehensible conduct by the National Cycling Association, after engaging in one of the most brazen fakes ever perpetrated on a track, was welcomed with open arms as a valuable recruit to the "outlaws." He was permitted to ride an exhibition despite his record and his disability. The summary:

One mile novice—Won by C. E. Anderson, Newton, Mass; W. A. Estes, Waltham, second. Time, 1:50½. Also started—Stevens, Woonsocket.

Five mile amateur, open—Won by G. M. Greene, Waltham; E. Fontaine, Woonsocket, second; C. W. Greene, Waltham, third. Time, 8:20½.

One mile amateur, 3 h. p. machines and under—Won by C. W. Greene; second, W. A. Estes; third, R. F. Wyatt, Brockton. Time, 1:47½.

Two mile amateur, machines 3 h. p. and under—Won by C. W. Greene; second, W. A. Estes; third, E. Fontaine. Time, 3:30½.

Five mile national spite championship—Won by G. M. Greene; second, W. A. Estes.

Ten mile handicap—Won by G. W. Green; second, C. W. Greene; third, W. A. Estes.

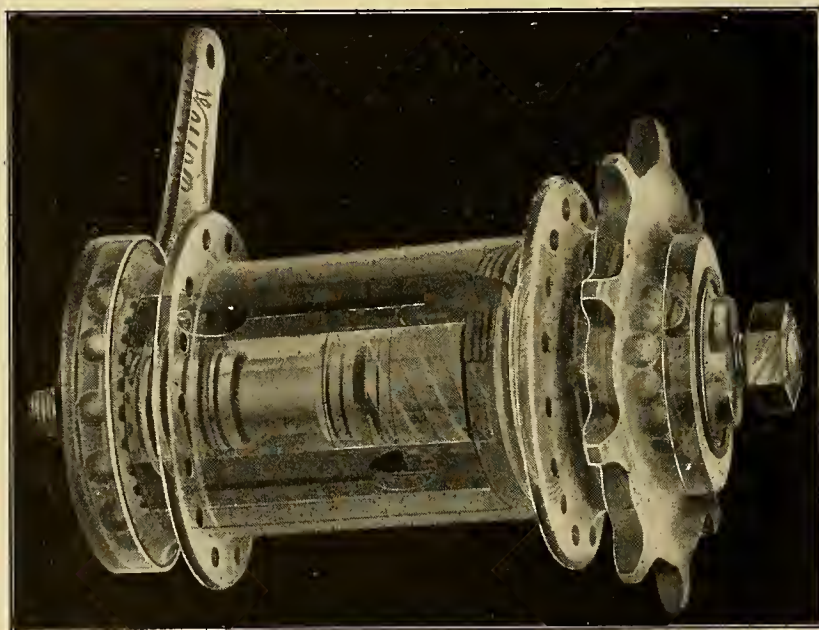
On Monday, 3d inst., the "great reliability run" occurred. Mr. Marsh had laid out a triangular course that embraced Brockton, where he does business, and Waltham, where his partner, Mr. Metz, had a factory before a cruel twist of fate took him to Brockton. The course was given at 150 miles, although a short cut through Dedham is said to have been made. Entrants could "drop into the run at various points and whether any of the starters finished or how they were scored no one appeared to know. When it was over it was announced that it would require figures by experts in New York to tell what was what. As many as eight men are said to have participated in the great run. There was also a class for those who cared to cover the course twice. Mr. Metz and his son were the only ones who essayed that feat. According to the announced times, they covered the first lap in 5 hours 3 minutes and the about 300 miles in 14 hours 17 minutes. Before the run great emphasis was laid on the observance of the legal limit of 20 miles per hour.

On the 5th it was telegraphed from Providence that Mr. Marsh's "association" had held a meeting somewhere or other at which it was decided that these names will about fit Mr. Marsh's spite letterhead: "President," E. Gerbereux, Yonkers, N. Y.; "secretary," D. Patterson, New York; "treasurer," J. Oatman, New York. Patterson is said to be adviser or counsellor or something for Marsh and to be interested in his concern. The "president" and "treasurer" are not and never were motorcyclists but they are identified with the cycling organization which promoted a law-breaking and disastrous midnight motorcycle race and which the F. A. M. promptly suspended because of the fact. Both have been nursing their "soreness" ever since and Marsh's outlaw and spite movement affording a ready refuge for men with grievances, they have loaned themselves to his gallant effort to "put the F. A. M. out of business." Gerbereux qualified for office after the race in question by getting excited at a semi-public gathering and shouting "To hell with the law" several times. At the spite meeting referred to in the Providence telegram, it was stated that a letter was read from the National Volunteer Emergency Service Medical Corps—whatever that be—suggesting the formation of squads of motorcyclists for service in time of war or other calamity. Meanwhile it is reported that the Patriotic Order or Painless Parkers is preparing a letter urging that all motorcyclists equip their machines with a small tank for carrying toothache drops in order to be ready to relieve any dental distress they may encounter on their travels in the rural districts.

ACCIDENT INSURANCE

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"Allow me to tell you what I consider was a good test for your brake. I was driving a 1906 "Curtiss" single cylinder machine with two riders at the rate of about 30 miles an hour and just got to the top of a short steep knoll when I saw within 10 feet of us a young horse hitched to a buggy and on his hind legs and crosswise of the road. It was a case of stop or get smashed up as there was no room to pass and if ever one of your brakes got a test I think it did then as I set, with the result that it stopped the machine within about a foot of the rig and almost turned the machine around, it worked so well, never damaging the brake a particle. I have ridden Motorcycles for the past few years and this is the first brake that I have given anything like such a test without breaking something."

ECLIPSE MACHINE CO.,

Elmira, N. Y.

IF THE BICYCLE IS INJURED

Some of the Remedies the Rider May Apply
in Case of Emergency.

Generally speaking, when a machine which has been through some sort of an accident is found to be pretty well distorted as to its frame, the conclusion is arrived at quite naturally that it cannot be ridden again until it has passed through a thoroughgoing curative treatment at the hospital. Yet it does not always follow that this is the case, and, indeed, it is frequently possible to ride a machine which has suffered considerably, only so long as its running gear is not absolutely disabled. Fortunately, it seldom happens that it is really necessary to stick to the wheel after an accident which has seriously damaged it. Yet there are times when en tour, when outside of walking and toteing the fractured parts, there is no other alternative. And when such an occasion arises, it is well to know, in a general way, how to proceed.

It is really surprising how much a frame may be jammed and dented by a sudden shock which has not been reckoned with in the design of the parts. Frequently, such an effect may have been produced by a comparatively slight shock, which has been so directed that it served to dent and kink the tubing without seriously cracking it or starting the joints. And in such cases, it almost always happens that by the exercise of a little patience and ingenuity, a temporary repair may be effected which will answer sufficiently well to enable the rider to cover the few miles which lie between him and the nearest repair shop. A dished wheel, a broken rim, or an actual break in the tubing, make such temporizing impossible. Other than one of these difficulties, however, there are few conditions which are absolutely hopeless, although often, the great amount of time required to get on the road again, and the possible loss of courage on the part of the cyclist, make walking seem preferable at the time.

While it is not universally true that a strain in the reverse direction will cure the evil effects of that which caused the accident, still it is usually the case that by carefully studying the conditions which caused the distortion to the frame, and then in some way producing an opposite strain, a considerable portion of the results may be got rid of. Thus, if the bicycle has been run into a wall head-in, for instance, the result being, in addition to a somewhat twisted wheel with a few broken spokes, a fork which is bent backward and to one side, and a lower tube of the frame which is kinked upwardly just back of the head, the bends can very likely be straightened out enough so that the wheel will clear the frame, and may be ridden even for a considerable distance, and that without the use of other tools than those regularly carried in the pocket or on the machine.

In the first place, the fork should be removed, and the joints, both of it and the frame examined carefully for cracks. If none are found, and the tubing seems to be perfectly firm and sound, it may be assumed that it may be bent into line again without injury. This may be done by inserting a long stick in the head tube, bracing the frame fast in such a way that considerable force can be put upon it without moving it, and then pulling gradually with an increasing force, toward the front, or in a direction opposite to that from which the disturbing shock came. In this way, it will be found that the kinks will be reduced in part at least, and the head will be brought more nearly into its natural position. It should



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not be attempted to carry the process too far, as new damage may be done in this way. But by exercising judgment, and stopping in season, fairly creditable results may be obtained. Afterward, with a couple of blocks of hard wood, and a hammer or even a large stone, the kinks may be further reduced.

Then the fork may be taken into hand, and improved in a similar way, care being taken not to attempt to do too much at one time, and not to carry the process too far. With a wrench and a short wooden lever, which, if necessary, may be lashed to it to secure an added leverage, the two sides may be brought into line, and made to take a relation near enough to the normal for all practical purposes. Then the entire fork as well as the frame should be gone over thoroughly to make sure that no new flaws have developed, and if it is found that the joints are sound, it is safe to be re-assembled.

The wheel, unless a great number of spokes are broken, can be whipped into remarkably fine shape with a slight amount of skillful treatment. If necessary, the

weak side may be strengthened up by "borrowing" a spoke or two from another place, care being taken not to weaken the good side to the danger point in so doing. Occasionally, too, a spoke or so from the left side of the rear wheel may be used, though not invariably. A splintered rim may be bound up with twine to good advantage, while when it comes to replacing the parts, it will be astonishing to see how many things can be done without under stress of necessity. Thus a few balls can be spared from a bearing without much loss of safety to the machine, the axle nuts can be replaced with twine tightly wound around the threaded ends, and firmly tied, and, of course, under such circumstances, such accessories as a cyclometer, front brake and lamp bracket may be done without for the sake of the emergency.

In other words, "where there's a will, there's a way," and it seldom happens that so long as there is left enough rider to mount and ride, there is not left enough machine for his immediate purpose. Of course, he must exercise a deal of good judgment in making repairs of this sort, and not put too much trust in the machine afterward. The frame cannot be straightened out perfectly, and that fact makes it retain a certain weakness to strains similar to that which caused the original trouble. This, of course, must be borne in mind, as well as the fact that other weakness, for the time being hidden under enamel or concealed by sound parts, may exist as a menace. But with plenty of the salt of caution, many miles of road may be covered, even under the most adverse circumstances.

German Formula for Horsepower.

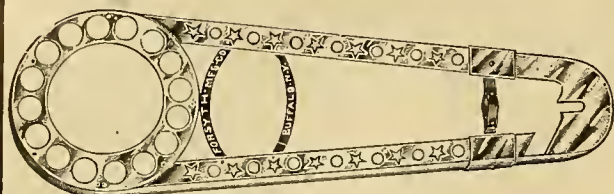
According to the formula which has been adopted by the German government as a basis for assessment of the new tax upon domestic motor vehicles, the horsepower of a motor is:

$$N = 0.3ixdxds$$

where N, is the horsepower, i, the number of cylinders, d, the diameter of the cylinders in centimeters, and s, the stroke in metres. As this takes no account of the speed, it is likely that in the near future the German market will witness a sudden rise in the popularity of high-speed, short-stroke motors, as the formula permits the taxing of such machines at rates far below their real power. The rating thus obtained, is nearly correct only for motors having a stroke of 15 cm., and running at a normal piston speed of 800 to 900 feet per minute.

Just because you can not notice it with the unaided eye when pouring gasoline into the tank, do not tell your fellow motorcyclist that you are certain there is no water in the gasoline. Nothing but the use of a chamois strainer will separate gasoline and water unless this has been religiously resorted to, the motorcyclist who says he is sure that the gasoline is pure is only voicing an opinion and not stating a fact.

FORSYTH SPECIALTIES.



Full Chain Guard with All Connections.

Made in sections and riveted together, giving enough elasticity to avoid the "twang" of a one-piece guard. Adjustable to stretch of chain and to differences of length between centers of axles.

FORSYTH MANUFACTURING CO.,

"Handy things to have about the house."

We also make

**Mud Guard Fittings,
Sprocket Guards,
Metal Hand Brakes**

and other Specialties.

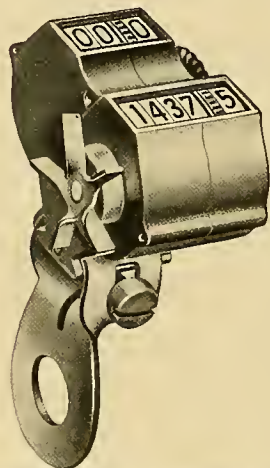
Buffalo, N. Y.



Half Guard with All Connections.

Notice the method of attaching front connection. Enough adjustment to meet the angle of any frame; a little feature all our own. It counts. These guards are just a little better than any others. That's why we are still making and selling lots of them.

Veeders for Motorcycles.



Veeder Trip Cyclometer for Motorcycles.

Price complete with Motorcycle Striker, \$2.50.

Veeder Trip Cyclometers are now made with a strengthened case, making them suitable for the more severe service of motorcycle use. A new motorcycle striker is also provided, which clamps securely to the spoke of a motorcycle wheel.

Motorcycles need regular lubricating periods—not based on time, but on **mileage**. In addition to the practical, mechanical reasons for having a Veeder on your motorcycle, there is the further reason that—

"It's Nice to Know
How Far You Go."

FREE BOOKLET ON REQUEST.



The New Veeder Motorcycle Striker.

THE VEEDER MFG. CO., 36 Sargeant St., Hartford, Conn.

Makers of Cyclometers, Odometers, Tachometers, Tachodometers, Counters and Fine Castings.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the
Schrader Universal Valve,**

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON INC. Price List sent on application

**SIMPLE AND
ABSOLUTELY AIR-TIGHT**

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

**28-32 Rose St.,
New York, U. S. A.**



GOOD ROADS FOR NEW YORK

**Four Millions to be Spent in 25 Counties—
Where Improvements will be Made.**

Within the past few weeks the machinery of the New York State highway department has been put into motion and contracts for road improvement let out, in accordance with the provisions of the \$50,000,000 amendment passed last fall. Over twenty-five counties will be benefitted, and the total expenditure called for aggregates over \$4,000,000.

One of the largest improvements and which will appeal particularly to cyclists is the 22-mile stretch from Utica to Oneida Castle, in the heart of the Mohawk Valley. This, the largest single contract of all, calls for an expenditure of \$133,000 for a fine State highway, which will take the place of the present Seneca turnpike. It will provide a splendid road nearly half the way between Utica and Syracuse. Another section that has been the source of much anguish to tourists is the miserable road leading out of Utica over the so-called Mohawk flats. From Utica to Deerfield about two miles, travel by bicycle is sometimes almost impossible. An appropriation of \$31,000 has been made for extensive improvements here.

The Geneva-Canadaigua road, a seventeen-mile stretch, is to be improved, and also another popular touring road from Geneva, leading to Lyons, twelve miles. Over a quarter of a million dollars will be spent in Oneida County. Over \$200,000 has been allotted to Ulster County, while Saratoga County will be improved to the extent of \$178,000. One entire section of twenty-six and a half miles, leading from Ballston to Saratoga and then from Saratoga to Glen's Falls, is to be made a first-class State highway. The system of improvements devised for Saratoga will give excellent communication to the Hudson at Schuylerville and Stillwater, with the eastern Adirondacks, by Glen's Falls, Caldwell, and Corinth, and with Troy, Albany, and Schenectady.

Some necessary changes are to be made in the main route between New York and Albany, particularly in the section between Hudson and Stockport, and the old Peekskill-Salem turnpike will practically be reconstructed at a cost of \$77,000. Within two or three years, when all these improvements are completed, the historic run from New York to Buffalo may be made several hours faster than is now possible, but this saving in time will not be appreciated half as much as will be the added comfort in travel and the opportunity of enjoying the beauties of the country.

This Bride Loves Her Bicycle.

After the bride has been "given away" at the altar, it is customary for her to accompany her lord and master to the ancestral

towers in some sort of conveyance, says the Scottish Cyclist. But a giddy young benedict of eighty-four years, who has just been wedded to a girl of thirty, at St. Peter's Church, Old Windsor, Berkshire, discovered last week that there are women in this world who are not to be trammelled by custom not yet constrained by the "love, honor, and obey" of the marriage ceremony. The bride-elect had cycled to church, and the bridegroom had provided a donkey chaise in which to drive her home; but the lady refused to accompany him, and rode home on her bicycle.

American Motorcyclists

are already well aware of the unrivalled comfort and quality of the world-famed

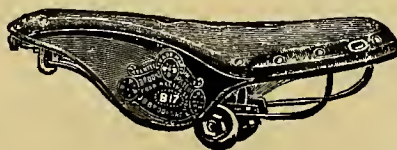
**Imported
Brooks
Saddles**

American Cyclists

now will have the opportunity to become acquainted. We have obtained control of the American sale of the full line of the Brooks saddles and to all riders able to appreciate the combination of

**QUALITY, COMFORT
STYLE AND DURABILITY**

we recommend the



Brooks B17

There is no other saddle just like it or half so good.

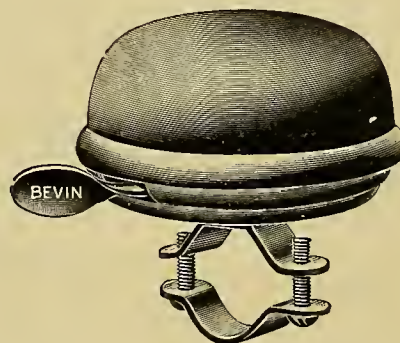
Inquiries Invited.

JOBBER'S SUPPLIED

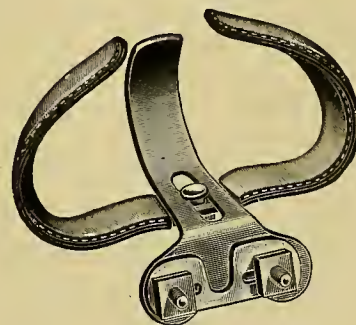
Hendee Mfg. Co., Springfield, Mass.

**THE
"Good Old Standbys"**

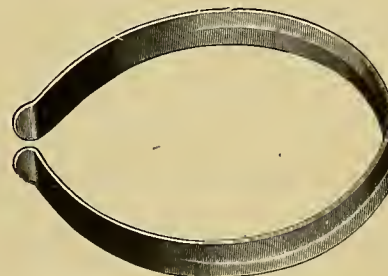
**BEVIN
Bells**



**BEVIN
Toe Clips**



**BEVIN
Trousler Guards**



Prices as interesting as ever.

Bevin Bros. Mfg. Co
EASTHAMPTON, CONN.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber &
Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose
& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.



Fall Riding

The best time of the year for bicycle riding is the fall. The sale of bicycles should be good this month and will be if you push—Make the effort, don't waste your time trying to sell bicycles that are not popular but handle the following which are always recognized as the

Standard of the World

Columbia and Hartford,	\$25 to \$100
Cleveland and Westfield,	25 " 75
Tribune and Stormer,	25 " 100
Rambler and Ideal,	25 " 60
Monarch,	25 " 50
Imperial,	25 " 50
Crescent,	25 " 50

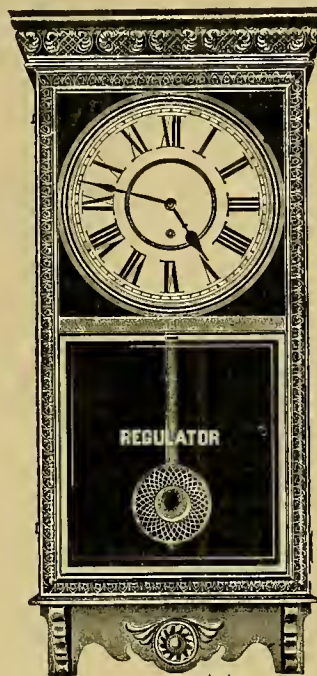
Motor Bicycles

Cleveland,	\$210
Columbia,	210
Tribune,	210

Catalogue will be sent on request

Pope Manufacturing Co.
HARTFORD, CONN.

REGULATOR CLOCK FREE WITH NEVERLEAK

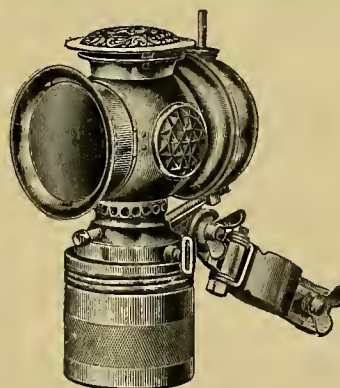


We will make you a present of one of these splendid Regulator Clocks, over 3 ft. high and nearly 1½ ft. wide, case solid oak, 8 day movement, constructed of brass and steel and fully guaranteed, if you will send us 24 Neverleak certificates. Any "Brass Sign" certificates that you have on hand or hereafter obtain through purchases of Neverleak, will be allowed to apply on the clock. One of these clocks will be an ornament to any office, shop or store.

One certificate is enclosed with each dozen 4-ounce tubes of Neverleak. Twelve certificates will entitle you to a Brass Sign as heretofore.

**BUFFALO
SPECIALTY COMPANY,**
BUFFALO, N. Y.

SOLAR BICYCLE LAMPS



100 Ft.
Ahead
Brilliantly
Lighted

Will
Not
Jar
Out

Send for our complete catalogue which tells all about the different patterns and prices.

BADGER BRASS MFG. CO.

KENOSHA,
WISCONSIN.

11th Ave., 36th & 37th Sts.,
NEW YORK CITY.

WANTS AND FOR SALE.

10 cents per line; cash with order.

A DOUBLE home trainer for sale cheap.
F. R. BOYCE & CO., Atlantic City,
New Jersey.

OR SALE—R-S Thoroughbred motor-
cycle; used two months; 1906 model;
\$150.00. R. C. KIRK, Muncie, Ind.

FOR SALE—New Thomas motorcycle,
will sell cheap. JOHN H. HULL,
Mt. Hope, Pa.

FOR SALE—Second-hand 1904 Monarch
motorcycle, in good running shape,
\$75.00. H. A. GASKINS, Durham, N. C.

A BARGAIN in a "Thor" side carriage
can be had by inquiring of the Tiger
Cycle Works Co., selling agents for the
R-S motorcycle and Reading Standard
bicycles, for New York. 782 Eighth avenue.

FOR SALE—Marsh motorcycle 1905, al-
most new, \$110.00. Indian 1905, \$125.00.
Rambler 1904, new, \$150.00. Rambler 1904,
\$125.00. Complete stock of Indian and Ram-
bler parts in stock. TIGER CYCLE WORKS
CO., 782 Eighth Avenue, New York.

FOR SALE—Indian motorcycle, 1905
model, fine order, \$125.00. Full line
parts for Indians and Thor type machines;
expert repairing, power equipped shop. Sup-
plies of all kinds for motorcyclists. F. B.
WIDMAYER MOTORCYCLISTS' SUP-
PLY HOUSE, 2312 Broadway, New York.

PROMPT deliveries on 1906 Indian motor-
cycles. Second-hand Indians, \$115, \$125
and \$150. All parts for Thor motors carried
in stock. Send for our catalogue of motor-
cycle supplies. F. A. BAKER & CO., 1080-
1082 Bedford ave., Brooklyn; 37 Warren st.,
New York.

ONE new Thor motor, 1 3/4 H. P., com-
plete with carburetor, \$90; 1905 Indian
motorcycle, been overhauled and re-enam-
eled, extra heavy spokes, 2 1/4 G & J tires;
good as new, \$160. Expert repairing. PIE-
PER & CONNOR, 1201-1203 Bedford ave.,
Brooklyn, N. Y.

BICYCLES \$17.50

for you to retail at

20, 22 and 24 inch frames, Fauber hanger,
good equipment and tires. Quantity
limited. Write for bargain book No. 5.**NEW YORK SPORTING GOODS CO.**

17 Warren St., N. Y., U. S. A.

THE WILSON TRADING CO.**TIRES**

121 Chambers Street, NEW YORK



H. T. Hearsey
Vehicle Co.

INDIANAPOLIS,
Ind.

SEND FOR CATALOG.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN

**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING**

The only chain having **Frictionless**
Rocker Joints. Insist on having the
Morse Twin Roller Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Ithaca, N. Y.

AUTOMOBILE
AND
BICYCLE SUPPLIES

Send for 1906 Catalogue.

THE KELSEY CO., Buffalo, N. Y.



For testing dry cells, use the
Eldredge Battery Ammeter
0 to 30 Amperes
Indicates in either direction of current.
Price \$3.50, delivered.
Eldredge Electric Mfg. Co.
3 Post Office Square,
Dept. M. Springfield, Mass

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O****BICYCLES**

AND

SUNDRIES

Prices Right.

146 North 4th Street, Philadelphia, Pa.

Special Stampings
FROM
SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Troxel Saddles

AND

Troxel Universal Saddle Spring
Adjustable to Any Saddle
GET CATALOG

TROXEL MFG. CO., Elyria, Ohio

The Week's Patents.

826,213. Apparatus for Vulcanizing Rubber Tires. Nels Ahrbin, New York, N. Y. Filed Sept. 6, 1905. Serial No. 277,193.

Claim.—1. An apparatus of the class described provided with a stationary and movable jaw member, and means for locking said jaw members together, said jaw members being also provided in their adjacent faces with segmental grooves and means for varying the dimensions of said grooves, comprising separate sets of auxiliary jaws hinged to the opposite ends of the first-named jaw members and adapted to swing into position between the first-named jaw members and to occupy the grooves therein, substantially as shown and described.

826,490. Tire. James H. Swain, Pittsburg, Pa., assignor by mesne assignments, to H. M. & S. Armored Tire Company, Incorporated, Pittsburg, Pa., a corporation of Pennsylvania. Filed July 25, 1905. Serial No. 271,184.

Claim.—1. A tire consisting of a tube, canvas surrounding said tube, vulcanized fiber spirally wound around said canvas, a wrapping of thin steel spirally wound around said vulcanized fiber, in an opposite direction thereto, vulcanized fiber spirally wound around said steel in an opposite direction to said steel, canvas surrounding said vulcanized fiber, a tube surrounding the last-named canvas, said tube having an enlarged tread, and a rim-seat carried by said tube, substantially as described.

826,623. Pneumatic Tire. James A. Swinehart, Akron, Ohio. Filed Oct. 25, 1905. Serial No. 284,272.

Claim.—1. A pneumatic tire having a solid base, in combination with a clench-rim in which said base is engaged at its edges, the said base having a solid depth greater than the depth of said rim and filling the space between and above the edges of the rim, the edges of the fabric lining the inside of the tube extending through said base, metallic pieces transversely of said base through said fabric engaging beneath the edges of the rim, and a tie centrally of said base with which said transverse pieces engage.

826,757. Sprocket-Wheel. Welby C. Waterfield, Sandusky, Ohio. Filed Oct. 16, 1905. Serial No. 283,050.

Claim.—1. A sectional sprocket-wheel comprising a split hub and rim, the hub-sections having semi-circular flanges which when together form a complete, continuous circular flange, the spokes of the rim-sections connected together and these connected portions removably secured to the flange of the hub-sections.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.

45-47 Fulton Street, Chicago.
Write for terms.

Goodyear Cushion Pneumatic



The most durable bicycle tire made. There is a steadily increasing demand for this tire and every dealer should carry them in stock; merely showing a section will often make a sale and a satisfied customer.

Send us your name and address so we can forward sections.

GOODYEAR TIRE & RUBBER CO., Akron, O.



WHEN YOU SAY SPLITDORF COIL TO A MOTORCYCLIST

his face lights up. He knows it has been proved the best that money can purchase.

C. F. SPLITDORF,
17-27 Vanderwater Street, New York.

Those who have used them most will tell you that
Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
DUCKWORTH CHAIN & MFG. COMPANY
Springfield, Mass.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER
IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa.. U. S. A.

Dressed Steel Bicycle Fittings.

Lugs, Clusters, Tees, Heads, Head Sets, Hubs, Fork Ends, Chain Adjusters, Crowns, Head Shells, Cones, Ball Cups and Retainers.

Light and Heavy Metal Stamping and Cold Forging, Ball Bearings, Stove Trimmings and Sheet Metal Specialties, Automobile and Electrical Fittings.

Worcester Pressed Steel Company, MAIN OFFICE AND FACTORY:
Worcester, Mass.
Successors to Worcester Ferrule & Mfg. Co. Chicago Office, 1064 Monadnock Block



Liberty Bells
HAVE BEEN RINGING SINCE 1776.
We Make Them.
LIBERTY BELL CO., Bristol, Conn.

DROP-FORGED STEEL BAR.
SEE THE WAY THE GRAIN GOES?
MODEL 97,
The Standard Wrench for Bicycles and Motorcycles.
For sale by leading jobbers everywhere. THE BILLINGS & SPENCER CO., Hartford, Conn.

If You are Interested in Automobiles,
THE MOTOR WORLD

Will Interest You.

Published Every Thursday at 154 Nassau Street, New York.
 \$2.00 per Year Specimen Copies Gratis.

Two Books for Motorcyclists

An elementary knowledge of electricity will go far towards making for the fullest measure of motorcycle satisfaction.

"The A B C of Electricity"

will impart this very knowledge.

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity.

Price, 50 Cents.

If you ride or sell,
or intend to ride or sell
motor bicycles,

"Motorcycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

Price, 50 Cents

THE BICYCLING WORLD CO., 154 Nassau St., New York.

TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE BICYCLING WORLD COMPANY,
154 Nassau Street, New York.

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD for one year, commencing with
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FAST TRAIN SERVICE**

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St. Louis, St. Paul-
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and points West, Northwest, Southwest.

Pullman Parlor or Sleeping Cars on all
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principal ticket office of the company.

D. J. FLANDERS, Gen'l Pass. & Ticket Agt.

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FOUNDED 1870

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34 Abbey St., DUBLIN,

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877.

Volume LIII.

New York, U. S. A., Saturday, September 15, 1906.

No. 25

ANDERSON SUCCEEDS SMITH

Hartford Man Becomes President of G & J
—Was Once Its Sales Manager.

Because interests in other lines prevented H. O. Smith from giving to the G & J Tire Co. that full measure of attention which he believed it deserved, he has resigned the presidency of the company and been succeeded by J. D. Anderson. The latter was elected to the office at a meeting of the directors held last week.

For several years Mr. Smith has acted as the head not only of the tire company, but as the executive of an Indianapolis automobile manufacturing concern also and the greatly increased business in both directions made it impossible for him to longer bear the double burden and do justice to both, or, indeed, to himself. He will remain a director of the G & J Co., but as stated, Mr. Anderson has become its active head.

Anderson is no stranger to the G & J tire or the G & J company. During recent years, he has served as vice-president of the Hartford Rubber Works Co., but previous thereto he was sales manager of the G & J Tire Co., so that his return to Indianapolis is in the nature of a return to his old love. Than Anderson, there are few, if any, better posted tire men; he originally started with the Hartford Rubber Works Co. and practically has grown up with the business, the details of which he has at his finger tips. The vacancy in the Hartford institution created by his elevation has been filled by the election of V. B. Lang, heretofore identified with the Morgan & Wright interests.

Drawback Allowed on Wood Rims.

The Treasury Department has made a ruling to the effect that on the exportation of bicycle rims manufactured by the American Wood Rim Co., with the use in part of imported aluminum linings, a drawback will

be allowed equal to the amount of duty paid on the imported aluminum so used, less the legal deduction of one per centum.

The regulations provide that the preliminary entry must show the consecutive numbers of the packages shipped, and the number of bicycle rims of each size contained in each package and in the entire shipment, and each package must be labeled with the number and sizes of the rims contained therein.

The drawback entry must show the total number of bicycle rims of each size exported, the total quantity in pounds of imported aluminum consumed in the manufacture thereof, and in addition to the usual averments, that the merchandise was manufactured of the materials and in the manner set forth in the manufacturer's sworn statement, now on file with the Collector of Customs at Detroit, Mich.

In liquidation, the quantity of aluminum which may be taken as the basis for the allowance of drawback may equal the quantity declared in the drawback entry after official verification.

Will Meet in Detroit, not Toledo.

The meeting of the Cycle Manufacturers' Association, which originally was to occur in Toledo on the 19th inst., will be held, instead, in the Cadillac Hotel, Detroit, on the same date. The Cycle Parts and Accessories Association has also called a meeting for the same time and place.

Hughes Joins National Staff.

Having disposed of the business of Hughes, Miller & Miller, the National agents in Terre Haute, Ind., to J. E. Sayre & Co., C. L. Hughes, of the old firm, has engaged with the National Cycle Mfg. Co. He will represent Nationals on the road.

The Retail Record.

Coshocton, Ohio.—H. O. Nelson, Main Street, sold out to W. D. Tracy.

Terre Haute, Ind.—Hughes, Miller & Miller, sold out to J. E. Sayre & Co.

PIERCE SEPARATES INTERESTS

New \$300,000 Company Takes Over Bicycle Business—Percy Pierce at the Helm—
Causes That Influenced Change.

What has been brewing for several months came to a head this week—the separation of the George N. Pierce Co.'s cycle and automobile interests. The former has been incorporated under New York laws as the Pierce Cycle Co., with \$300,000 capital stock. Its officers are: Percy Pierce, president and general manager, and William B. Colburn, secretary and treasurer, who, with George N. Pierce, Charles Clifton and Moses Shire constitute the board of directors. Percy Pierce is the son of George N., Mr. Colburn is a relative by marriage and Mr. Shire has been the Pierce attorney for twenty-five years.

The present factory of the George N. Pierce Co. has been acquired and Pierce bicycles will, therefore, continue to be made in their old home. The cycle company will come into complete possession of the plant about November 1st, when the automobile business will be removed to other premises. Meanwhile orders for material have been placed and the Pierce travellers will be on the road in good season.

In explaining the causes actuating the formation of the new company, George N. Pierce himself said:

"The automobile business of the George N. Pierce Co. had grown to such proportions that it was absolutely impossible longer to conduct the bicycle business in connection with it. The latter was being crowded at every point. Our engines had hardly ceased running for a year, during which time we have worked a full force twenty-three hours a day. One of the chief troubles, too, was with our men. The man working on a fifty dollar bicycle beside a man working on a five thousand dollar automobile were in conflict and their labors could not be made to harmonize.

"It was manifestly unfair to Pierce bicycle agents who had remained wonderfully loyal as to the company, to permit such conditions to continue one moment longer than was absolutely necessary. The opportunity for relief came with the construction of the new Pierce automobile plant, which now is nearing completion.

"You can say for me," emphatically declared Mr. Pierce, "that the policy of the George N. Pierce Co., in making the very best bicycles possible, will not only be adhered to, but that it will be our ambition to make Pierce bicycles better than ever, if such a thing is possible. Our distributing points, as in the past, will be in California; in Denver under the management of Tom Botterill; in New York under F. A. Baker & Co., who have been with us for twenty years, and in the south, Alexander & Elyea, of Atlanta, Ga.

"Motorcycles? Too early to say anything about them yet. We have made motors and we have made bicycles. Whether or no we combine the two in the one machine will be determined in good season. Wait until we look around a bit.

"But we will continue to make Pierce cycles and lots of them, and I will probably still continue to ride one," concluded the sixty-odd year young founder of the great George N. Pierce Co., who, by the way, has always practiced what he preached. He still rides his bicycle and is a living example of the benefits of it.

The fact that Percy Pierce, the head of the new Pierce Cycle Co., has earned international fame as a successful contender in automobile contests, may cause it to appear that he is lukewarm toward the bicycle. If so, he has taken a position that quickly will put the idea to rout. He, himself, told will put the idea to rout. He, himself, told a *Bicycling World* man that he has absolutely intend even to drive one; that henceforth he will devote himself heart and soul to bicycles, and will, like his father, ride one.

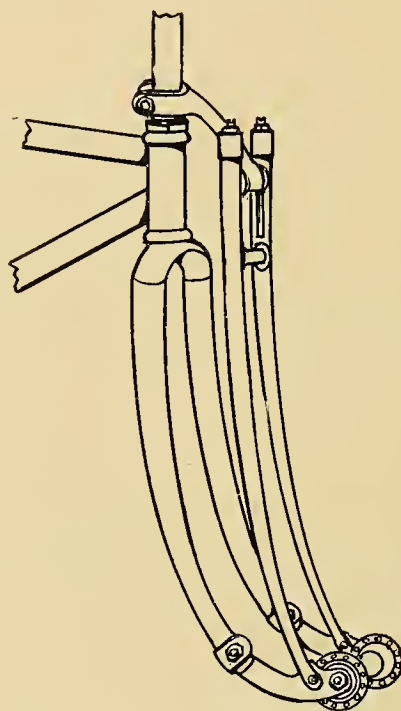
Wear That Reduces Power.

In motors which have been run for a considerable length of time, the wear of the cams, lifters and ends of the valve stems may have been sufficient to reduce the effective lift of the valves somewhat. The result, of course, will be a loss in power, which, coming on gradually, however, is likely to be overlooked, or to be attributed to other causes. The inlet side is less likely to be affected in this way, owing to the fact that the valves are not opened under pressure. In any event, the remedy is either a complete renewal of the parts which are found to be much worn, or else a building on of patches, which besides being most difficult to accomplish, is not wholly satisfactory. A temporary expedient is to alter the setting to give an earlier opening, the greater duration of lift due to the wear, thus securing an approach to the required effect.

SPRING FORKS FOR ALL CYCLES

Here's One that Requires no Skill to Apply
—It's Remarkable Flexibility.

Nowadays there is very little in the way of novelty that is originated for the benefit of the cyclist. During the past week, however, J. Harry Sager, of Rochester, N. Y., who has long been identified with the cycle trade through the Sager saddle and the Sager cushion frame, brought to New York with him the first model of an invention in the shape of a spring fork which is instantly adaptable to any make of bicycle or motorcycle. It is in reality an extension of the idea embodied in the Sager cushion frame to a



spring fork and is intended to be fitted to bicycles or motorcycles not already provided in this manner.

As will readily be apparent from a glance at the accompanying sketch the device is absurdly simple and instantly applicable to any machine with the aid of nothing more complicated than an ordinary wrench. At its upper end a Y-shaped bracket engages the vertical tube of the handle bar and is made fast with a single bolt. The stem of the Y is curved and at its lower end carries a transverse tube bearing upon a short axle. This axle is shaped like a capital I, the broadened ends of which are adapted to slide up and down in the two-side tubes constituting the main part of the spring fork. Its movement is controlled by two 12-inch helical springs, one being placed beneath it in each of the tubes.

This will be more clear upon referring to the drawing, the vertical slot shown on the inside of the left-hand tube indicating the range of movement of the axle re-

ferred to. On the crown of each of these hollow side members of the fork is an adjusting screw by which the tension of the springs can be altered to suit the character of the road over which it is desired to travel, so that where the way is smooth the spring fork may be so adjusted as to be responsive to the slightest inequality of the road, or where it is very rough to be slower in its action. A short distance below the end of the slots in question a cross brace is brazed between the tubes to strengthen the fork.

It is equally simple at its lower end, consisting of nothing more than an extension piece, the inner ends of which are to be fastened to the forks of the bicycle itself by a single bolt and nut, while at the outer extremity it is drilled to receive the axle of the front wheel which is fastened in place in the usual manner. Just behind the latter the fork ends of the device are attached to the extension piece thus allowing for movement at three different points.

In demonstrating the working of the device, Mr. Sager took the bicycle to which he has the model attached and ran it violently against a wall in order to demonstrate its flexibility. The whole machine yielded like a sword blade, and while it is not designed for such a purpose, it would seem to indicate that its presence on a machine would be a material aid in lessening the injury resulting from a collision. While shown attached to a bicycle it is as readily fitted to a motorcycle, the method of putting it in place being equally simple and easy in either case.

Noise That is Deceptive.

Motorcyclists in general and those in particular who have not yet arrived at that stage where they can take into account other parts of the machine than the engine, are prone to regard the latter as responsible for every strange noise that is produced.

That this is a delusion under which many riders labor, goes without saying, and there seems to be no one thing about the running of the machine which is so deceptive in this connection as a loose and rattling chain. Badly worn sprockets are the inevitable concomitants of the latter and between them they make a combination that is about as prolific a source of noise at high speed as could be wished for. The effect is heightened by the fact that the noise is not always a steady monotone such as is produced by a dry bearing or something similar; it will run the whole gamut from grinding, clanking and rattling to an occasional heavy pounding. If the sprockets are badly worn or out of alignment the chain will ride them at part of the revolution and jump off violently at others and the more or less inexperienced rider whose ear is not sufficiently trained to distinguish this from the audible evidence of internal suffering on the part of the motor, is excusable, for at first it is a difficult matter.

HERE'S THE CORBIN TWO-SPEED

Proves to be Full of Fine Features—Operated Entirely by the Pedals.

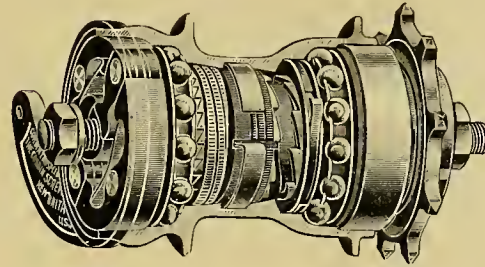
While two-speeds hubs have been built before, it is certain that than the Corbin hub, which is now ready for the market, none ever were assured of such immediate attention and sale. The fact that it is the product of the big Corbin Screw Corporation, of New Britain, Conn., is enough to remove all question as to the practicability and to give it instant standing. It is, as its name implies, a combination of the well known Corbin coaster brake with a double change gear, but in addition, it has the peculiar merit of being semi-automatic, that is to say, it is operated entirely by the pedals and what is even more an advantage, it is little if any more cumbersome than the simple coaster brake itself.

To summarize the good points of the mechanism, the following factors must be mentioned: first, on the high gear, the drive is direct, the hub acting as one solid piece, and none of the internal mechanism is in relative motion, while upon the lower gear, the hub turns more slowly than the driving sprocket, thus securing an increase in power in the ratio of four to three; second, the changes from high to low or low to high speeds are made instantaneously and without shock to the parts, and also without resorting to back-peddalling; third, the machine can be run either forward or backward with equal freedom; fourth, there are no external shifting levers or other parts to get out of order or need adjustment; fifth, the device is applicable to chainless as well as chain driven wheels; and sixth, by removing the high speed clutch, the hub may be used as a simple coaster brake, without the two-speed feature. All this is accomplished by an adaptation of a planetary system of gearing together with an additional clutch and a controlling piece, to the regular type of hub, which has been somewhat modified in order to accommodate the additional parts.

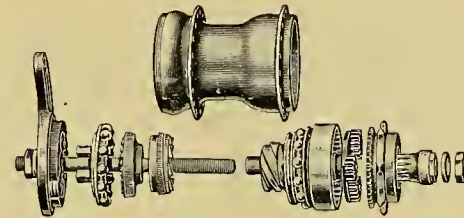
Considering the action of the mechanism when in use, the most natural starting point is the high speed drive, which may be taken as the normal state of the gear. For this, the sprocket is secured to the hub by the high speed cone clutch which locks together the hub and the high speed driver, which otherwise would be free to turn within it. In this position, the friction between the cone and the shell of the hub, simply tends to press together the clutch member and the driver, thus solidifying the union, so that no amount of pressure on the pedals can in any way serve to weaken or affect the drive. As soon as the pedals are brought to rest, the continued motion of the machine, carries the hub around, thus freeing the clutch through the action of a screw thread upon the driver, which carries the cone toward the left end of the hub

and at the end of its travel, locking it with the teeth of the brake clutch.

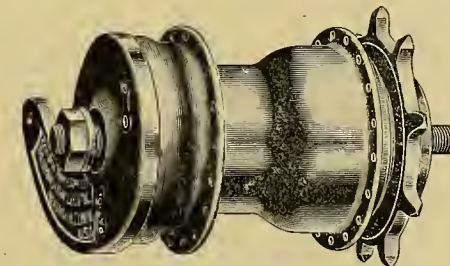
This is the free-wheeling position, and so long as the pedals are held stationary, the hub is free to revolve in either direction without appreciable hindrance. As soon as a reverse pressure is brought to bear on the pedals, however, the brake clutch is turned slightly in the backward direction, thus swinging a pair of levers in



the brake cover at the extreme left end of the device, and applying the two brake shoes to the drum within which they are enclosed, checking the motion of the wheel. This action is dependent wholly on the amount of pressure applied at the pedals, and continues only so long as they are held back, the effect of releasing them being to permit a spring to withdraw the shoes from contact, and giving a free wheel once more.



Propelling the pedals forward again causes the high and low speed clutch members to travel toward the right end of the hub once more, but owing to the interference of the controller, the low speed clutch is brought into contact with the hub casing first, since it has a shorter distance to travel from its point of rest, and hence the low, or indirect gear is brought into play. The contact with the hub being secured in the



same way as before, the certainty of the drive is just as great, and there is no possible way in which it can fail to act while the pedals are being used in the forward direction.

During this time, the high speed driver, being free of the hub, is turning with the sprocket. Immediately within the casing, at the extreme right end of the hub, however, is a small spider enclosed within an

annular spacing formed by the driver, and carrying a set of planet pinions, which are in mesh at once with the interior of the driver casing, and an internal pinion which is fixed to the axle. This latter being solid, the planetary gears are forced to turn with the high-speed driver, thereby driving at a lower rate of speed the spider, which is affixed to the low speed driver. The low speed clutch, of course, is compelled to turn with this.

As soon as the pedals are held from turning momentarily, the threads upon the high speed driver once more come into play and the low speed clutch is withdrawn from contact with the shell, moving the parts toward the left to engage the brake clutch as before, but upon the instant renewal of the forward pressure upon the pedals, the controller permits the high speed clutch to pass over into its former position in contact with the shell, thus once more securing the high speed drive.

Thus the operation of gear shifting is accomplished in a natural and simple manner by simply ceasing to pedal momentarily and then renewing the effort, while at any time, the free-wheel may be secured by ceasing altogether, and the braking effect, by back-peddalling in proportion to the amount of retardation desired. The mechanism is as simple as could be desired, while it also possesses the admirable feature of being absolutely interlocking. Thus, by simply releasing the adjusting cone at the right end of the hub, all the parts may be withdrawn from the shell, the high speed driver and gears coming out upon the right end, and the clutches, for high and low speeds as well as the brake, being removed from the left, together with the spindle. Thus the removal of the parts for cleaning or inspection may be done in a moment of time, while after re-assembling, the complete adjustment of all the parts in their mutual relation, as well as the regulation of the bearings, is done by the simple movement of the one adjusting cone.

Small Orders vs. Large Ones.

There is a natural attraction in the big order and salesmen are too frequently tempted beyond the limits of good business policy to obtain it. Sometimes the margin of profit is cut into; or extravagant concessions made; or hopes are held out to the purchaser that will disappoint him; in fact, it sometimes seems as though any method is regarded as legitimate to obtain a nice fat order.

Don't neglect the little orders for the big one, urges the man who voices these views. Rather depend upon the little ones for the profit and get as many of them as you can. The man who spends 25 cents a day with you at a good rate of profit will make you more money in your life-time than the one who once or twice in a dozen years gives you a \$100 order after first frying every drop of fat out of it by the extra concessions he demands.

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NEW YORK, SEPTEMBER 15, 1906.

Geese and the Golden Egg.

It is a peculiar trait of many men that once they engage in competitive sport there comes to the surface a streak or streaks which are foreign to their real natures, or at any rate which rarely, if ever, become visible outside the individual hide. It results in practices that would put the offenders in jail or outside the realm of decent society if committed in the ordinary pursuits of life. Thus, not a few racing men have no compunction about falsifying an entry blank or stealing prizes by entering races to which they know they are ineligible, while "elbowing" or "boring" and other such foul tactics they esteem as proof of "cleverness." Silly protests and unreasonable demands are among the other traits that competition develops. Instead of open and above board honesty the dominant idea appears to "beat the game"—to win no matter how.

That these traits frequently disgust and turn away those concerned with the promotion or regulation of sport is of small moment to these "speckled" sportsmen. For the sake of a brief temporary advantage they will resort to antics that threaten the very life of the "goose that lays the

golden egg." There was never a more notable instance of the sort than the so-called "strike" at Vailsburg last Sunday. Because the lessee of the track saw fit to substitute a motor paced race at considerably extra expense for the usually short races for professionals, the entire crew of racing men, amateurs as well as cash-chasers, "arose in arms" and refused to ride unless the professional events were put on. These fine "sportsmen" cared nothing for the large crowd that had been attracted by the promise of the paced race. Their species of blackmail was successful and the victim of it was the lawyer-sportsman who but a few weeks since when the Vailsburg track had been abandoned as being unprofitable, threw himself and his money into the breach and actually rescued the sport. The "strike" was a splendid exhibition of ingratitude and it is too bad that conditions are such the whole striking crew cannot be given the punishment their blackmailing methods so richly merits. If the feelings of the Vailsburg promoter are not worthy of consideration, the "strikers" might well consider the effect of their attitude on the public, if such a thing is within their ken. If they are not careful, a lot of men who are now accorded an opportunity of earning \$25 or \$35 per week at Vailsburg may be forced to drive street cars or pound pavements for half those sums.

The Two-Speed Gear.

Time was when two-speed gears were looked upon with all the disfavor which greets any new mechanism, especially when it involves a greater number of parts than that which it is intended to replace; an attitude which naturally is very strong in all matters where the virtues of lightness and simplicity so well guarded in bicycle construction may have seemed to be under attack. The coaster brake had been almost too much of a pill for the conservative element to swallow, and so the two-speed gear, adding another feature, and increasing the number of working parts in the machine by just so many, naturally was frowned down. And besides, it was argued, two speeds are not necessary. "We always have got on with one, why then, should two be required by the ordinary rider possessed of stout muscles and strong limbs? The idea may be all right, and the device doubtless is a great boon to old men and invalids, but we will not lumber up our mounts with contraptions which merely

pamper our inborn desire for ease," was about the argument brought to bear against the device.

But despite this opposition to the notion of the two-speed gear, it was always admitted that were it thoroughly practicable, both in the sense of mechanical perfection and convenience in use, without the drawback of a considerable addition in weight, the two-speed gear would be a good thing. It would be nice to be able to climb hills as with a low geared mount and to ride on the level as with one of high gear, and though the admission was sheepishly made at times, it was never wanting when sought out.

Now, however, the experiences of several years of use of the devices already on the market have gone to prove that aside from being a possibility, mechanically speaking, it really is practicable in every other sense, and all that remained was to perfect a type in which the acme of simplicity and the minimum of weight should be combined with absolute certainty of action under all circumstances.

And it would seem that this has been achieved. As far as manipulation of the changes is concerned, nothing could be simpler than to cease pedalling for an instant, and then continue at a higher gear. The process in itself savors of legerdemain. Yet, considered in the concrete, it is perfectly intelligible, even simple, when studied for a few moments.

In England, two and even three-speed gears are greatly in favor. They have bred much discussion among cyclists, to be sure, arguments pro and con have flown back and forth with extraordinary rapidity, recalling the heat of the days which marked the introduction of the safety type of bicycle, but in the end, the two-speed idea has gained great strength and popularity. And after all, it frequently appears that the intensity of an Englishman's favoritism toward an object is measured by the persistency with which he argues against it. Put to the test in their cumbersome fashion, however, and proving successful, there should be no valid reason why the two-speed gear should not be as successful here as it is abroad. The path has been blazed away during these past few years, and now, with new methods at hand, and new devices stirring the pioneers to renewed efforts to best their entering rivals, there is no manner of doubt that 1907 will be a record year in its development of the two-speed idea.

LUBRICATING THE CHAIN

There is More Than One Way, but This is About the Best Method.

There are so many various methods of cleaning and lubricating chains that it really is perplexing at times to know which is the best, and which of them all are to be avoided. This one, however, has been in use for so long, and has, moreover, ceased to be discussed for so long, that to many of the younger set of riders, it may be practically new.

As in all other methods of chain treatment, the first step in the process is to give the chain a thorough cleaning. It matters little how this is accomplished, so long as it is done well enough to remove all dirt, and particularly all grease from the chain both outwardly and between the joints. To this end, however, perhaps as good a way as any is to scrub the parts thoroughly with a brush dipped in gasoline or kerosene, to remove as much of the gritty dirt as possible, afterward boiling it in a strong lye solution until all traces of the oil and the original grease have been removed. Then any particles of lye which may have crystallized upon the metal should be wiped off, when the chain will be ready for its treatment.

For this, a mixture of tallow and graphite should be prepared, by melting a quantity of tallow and stirring into it as much flake graphite as it will retain after cooling. The precise amount should be determined by experiment and care taken to use the heaviest mixture possible. In order to lubricate the chain, it should be laid coiled or flat in a pan of the melted mixture, and allowed to remain there for some time. By this means the tallow is permitted to work into all the joints, the position of the chain, flat, and without tension on any of the links, insuring the thorough permeation of the lubricant to every part of each joint.

After it has been allowed to soak for a time, it should be removed by lifting one end and allowing it to drain perfectly before the tallow has had time to cool. By this means all superfluous lubricant is removed, and at the same time a perfectly smooth coating is left which covers all parts in a thin unbroken film. After it has been allowed to cool, care should be taken not to bend the chain needlessly in fitting it back in place on the machine, and to handle it as little as possible. In use, of course, the links have to bend only in one direction, so that but for a very small portion of the sides of the blocks, the film need not be disturbed. Thus, besides acting as a lubricant, the tallow serves as a protection from rust and dirt, and materially lengthens the duration of the good working of the links.

A chain so treated need not be disturbed for several weeks, except for an occasional application of grease to the sprockets, and

will be found to retain its smooth and silent action to a surprising degree. The method is more troublesome than that where the links are simply oiled one by one, yet it has been found to effect a real economy in the action and as well in the life of the chain, and so is worth the trouble in every sense of the word.

What Made the Motorcycle "Drag."

That precedent is far from being a certain guide to trouble or rather its causes, was seldom better illustrated than by the experience of a motorcyclist who was on a tour and suddenly found that his machine was not only very hard to start, but had lost some of its power, the "drag" being so great as to require a considerable amount of energy to push the machine along the road when making the pedal mount.

At first sight the symptoms would seem to indicate one of two things—either the motor had run hot causing the piston to seize, or the trouble lay with one of the bearings of either the engine or the driving wheel, as a glance sufficed to show that the latter had not worked out of line. Closer examination showed nothing wrong mechanically, but it did reveal an unusual accumulation of mud between the lower rear fork stays and the mudguard which was large enough to surround and bear against considerable of the tire's surface. The mass was caked hard and was so firmly fixed that it acted as an efficient brake; its removal soon demonstrated that nothing else was to blame. It is well within the possibilities of the case that nine repairmen out of ten would have started to tinker with the engine or driving wheel before discovering that so simple a cause was at the root of the trouble, the roads having been dry and dusty and mud being the last thing one would seek; it had been accumulated by riding over the sprinkled streets of several towns and then into the dust of the country roads.

Where Tape May Cause Trouble.

Tape is invaluable as a protection for the terminals of the various leads in the ignition system, but there are times when its role of benefactor is reversed and it becomes a source of unwitting annoyance. The copper connections universally employed to finish the ends of the cables are quite soft and flexible when new, but rapidly crystallize under the influence of vibration and the break, which follows sooner or later, is just as apt to occur in the part covered by the insulating tape as elsewhere. This leaves the appearance of the defective part unchanged so that its soundness goes unchallenged. The only way to solve the puzzle is to tug at the cable ends and unwrap any that appear to be loose.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. ***

THE CARE OF SPARE TIRES

Chalk and Darkness are Good Preservatives
—How to Stow Them Away.

It is of well recognized importance that the reserve stock of tires should be kept in such a way that they will not deteriorate while out of use, as they are certain to do in a comparatively short time, unless properly cared for. Few riders, generally speaking, are sufficiently wide-awake to the importance of taking the necessary precautions, and as a result, the number of tires which have to be discarded annually for no other reason than that they have been neglected, is very large.

All that is required in order to preserve the good condition of manufactured rubber, is to keep it in a cool, dry place, and away from the sunlight. If possible, in addition to this, the goods, be it in the form of tubes or shoes, should not be too much cramped, as if this is done, they are apt to crease and kink in the course of time, but this is of less importance than the other precautions. Where a comparatively large stock of spares is kept on hand, the rider is perhaps more apt to take care of it in the proper way, than if he has but one or two extra tires, but obviously the need is just as great in the case of a single tire as where a dozen or so are on hand, although the financial loss, if they are ruined, may be far less.

Perhaps the simplest and most inexpensive way of taking care of inner tubes when not in use, is to keep them in small tin boxes such as are used for candy and crackers. These may readily be procured of such a size that the tube can be folded and slipped in without danger of creasing, and may then be closed air-tight by slipping a sheet of paper over the tube, and allowing the edges of the cover to grip it as it is closed. Before putting away a lot of tubes, they should be sprinkled with chalk or talcum powder, and care taken to see that they are dry and free from oil and grease. After being closed up, the boxes may well be shellacked outside, the joints of the covers thus being sealed.

For the proper care of the outer coverings, or of single tube tires, a suitable box should be procured, which may be made for the purpose, or adapted, as is most convenient. The same care in drying and cleaning as is taken with the inner tubes, should be given them, to see that when put away there is nothing which can injure them during their rest, and a little chalk may well be laid inside them. They should not be bent or folded, if it can be avoided, and, of course, they should not be jammed in any way by the box. If several are to be packed together, sheets of heavy wrapping paper may be laid over and around them, so that they may be removed one at a time without interfering with the condition of the remainder of the stock.

DIRTY STRIKE AT VAILSBURG

Ungrateful Riders "Hold up" the Management—An Afternoon of Happenings.

Another strike came very near putting a quietus on racing at the Vailsburg board track last Sunday, 9th inst. This time it was not only the mercenary professionals who refused to ride unless they were given two races, but they were foolishly backed up in their demands by the amateurs and even the novices. From two o'clock until three, the time for the races to begin, the crowds began to arrive, until there were more than 5,000 crowded in the grandstand and bleachers—the largest crowd of the season—and this despite the fact that a double-header baseball game was in progress, for the price of one. Half past three and the crowd began to stir uneasily, which increased to shuffling impatience when 4 o'clock came and the first race had not been run off.

All this time there were things happening down in the training quarters, things of which the spectators were unconscious. When Starter Abineste gave his familiar "All out for the novice," there was "nothing doing." Then it came out that several of the professionals had been doing missionary work among the amateurs resulting in the amateurs refusing to ride unless the professionals were given a race. It seems that a five-mile handicap, professional, had been advertised in the papers, but when the professionals reached the track they discovered that it had been taken from the program. The management had imported riders and machines from Boston to participate in a motorpaced race at a cost of \$225, and as he had already lost nearly \$1,400 on the game since Mr. Bloemecke threw up the sponge, Mr. Beers, the new manager, did not feel like spending any more when there was a good chance to get back some he had lost. He made a mistake by taking the one event from the program, but when Fogler, Ashurst and one or two of the more sensible riders said they would ride if the manager promised to card two professional races each meet thereafter, Mr. Beers acquiesced. Then the other pros were called into Fogler's and Ashurst's training quarters and Fogler pleaded with the others to ride. But John Bedell's influence was apparently greater than Fogler's, and backed up by "Heri" Krebs—the one-time "Flying Dutchman" could not exist could he not disagree—he delivered the ultimatum: "Two races or none!" Rather than disappoint the great crowd, Beers agreed to the terms, but it would not be very surprising if he evened things up with the strikers by hereafter cutting pro races from the program.

Previous to this, "Ollie" Bedell, a brother to John and Menus, went to the box office and told Mr. Beers that if he did not give the pros two races he, Bedell, would see to it that no races were held, not even the

motorpaced event. Beers ordered Bedell ejected from the grounds, but he quieted down and was not put out. "Ollie" Bedell is the person who ran a race meet at New Brunswick some time ago, and, so the New Brunswick papers declared, left town without the formality of paying some contracted bills. The Bicycling World man knows that the riders were never given their prizes and has a contract in his possession that arranged for a match race between two riders, which the would-be promoter never honored. In view of this, it would seem that Bedell has little license to dictate and common decency and self-respect should make him keep silent. The reason John Bedell made the riders hold out was due to a little personal grievance. Several motorpaced races have been held at Vailsburg this year and John was not asked to ride. He has taken up pace following and naturally this did not settle on his stomach nor soften his feelings toward the management. Menus took no part in the disturbance Sunday, as he was not riding, and sensibly kept his mouth shut. The most peculiar feature of the strike was that the amateurs stuck out for the pros. Should the amateurs at any time have a grievance and should they ask the pros to hold out for them, they are more than likely to receive the reply: "Oh, you go to h—; we're after the money and can't afford to bother with you dubs."

But to revert to the racing. If not the best, it was one of the best cards of the season replete with surprises and brilliant finishes, from the half-mile novice to the finish of the club match pursuit race between the Tiger and Roy Wheelmen. This last event was the feature of the afternoon and before the Tigers were adjudged the victors it became so dark that the riders could not be distinguished on the back stretch. It was then seven o'clock, but the spectators remained until the finish and was rewarded by witnessing a remarkable exhibition of pluck and perseverance by Watson J. Kluczek. The race grew out of friendly rivalry between the two clubs and they decided to settle matters by an unlimited pursuit race. Urban McDonald and Martin Kessler were up for the Tigers and the Roys were represented by Kluczek and Charles Jacobs. The Tigers took the home stretch for the start. At the end of the first mile the opposing teams were on even terms, when the Roys began to gain until the third mile, when Jacobs, who has not been riding well of late, began to show distress and Kluczek had to do most of the work. In the fourteenth lap Jacobs was "cooked" and quit, only to change his mind and go after his team mate again before the Tigers caught him. Instead of helping Kluczek, Jacobs unintentionally slowed the team when in front and at the sixth mile the Tigers had gained almost 100 yards. Jacobs quit at $6\frac{3}{4}$ miles and instead of giving up, Kluczek went out alone and began to regain what the team had lost. At eight

miles the teams were even again and then the Roy man began to gain twenty yards each lap, until at nine miles he had gained a lead of 80 yards. The contest promised to go on indefinitely but on the last lap of the 10th mile Kluczek realized that eventually McDonald and Kessler must wear him out and he sat up just as the Tiger team finished the tenth mile. The time was 24:06, an average of 2:24 to the mile, which is very fast for unpaced riding. Kluczek's ride, when he was left to battle single-handed against two crack pluggers was nothing short of remarkable. McDonald and Kessler also covered themselves with glory, particularly the latter. Earlier in the day Kessler had fallen and cut his head but he is a "sticker" and pluckily rode, regardless of his physical discomfort. The only one who did not get any honor from the race was Jacobs.

The first race of the afternoon was a half-mile novice, and several newspaper men almost made the mistake of heading their notes with "half-mile amateur," so many familiar faces lined up with those who had never won a race. Two or three of the novice aspirants became so nervous when gazed at they did not win their 'steenth medal. According to the program the race was won by E. C. Houseflung, A. McCabe second, Louis Friede third, but the mother of at least one of the number would not recognize her son by the name under which he rode.

Kluczek, Magin, Tommy Smith, Zanes, McDonald, Spain, Cameron, Mock, Kessler, Sherwood, Neuschaefer and Weintz qualified in the four heats of the quarter-mile open from a flying start. Zanes led all the way to the homestretch when Sherwood and Cameron came by, the former nipping his clubmate at the tape. How he did it no one knew, but Sherwood has a habit of almost miraculously coming by on the outside and winning out at the tape. Zanes got third and Magin fourth. Zanes made his reappearance and from the trend of things it might be possible that he will help Cameron win the championship, now that Dave Mackaye is unfortunately out of the game for some time.

A sensational spill marked the miss and out and in a way it was rather fortunate that it did, for with 22 starters it would have dragged on some time. It was unfortunate, however, that such sprinters as Sherwood, Kessler, McDonald, et als, went down. "Sir" Walter Raleigh was the first rider counted out and Wilcox came next. Then Brandes felt chilly and stopped to get his bathrobe. "Little Willie" Vandendries was next and at the beginning of the fifth lap McDonald and two wobbly new riders came together. Lind was called on the fifth lap. On the next time around on the backstretch there came a big crash and all but seven of the riders gathered up loose kindling wood. Neuschaefer and Anthony Charles were counted out in the sixth and seventh laps and then came Magin, but Ma-

gin is like Krebs and would not get off. On the ninth lap Ferrari was called which left Cameron, Kluczek and Tommy Smith to go for the final. Cameron led into the stretch with Kluczek coming up fast. The Roy man had the stronger sprint and beat Cameron to the tape by a length. Tommy Smith got third and Ferrari was given fourth. Magin finished with the leading trio and wanted to protest because he was not placed ahead of Ferrari, although he was counted out one lap before.

Fogler, Rupprecht, Schlee, John Bedell, Krebs and Ashurst qualified in the two heats of the quarter-mile from a flying start, which was remarkable for the fact that the first had only five contestants while in the second ten riders struggled for place. Naturally a blanket finish marked the final, Krebs getting first by six inches from Bedell, with Ashurst a close third. Rupprecht was fourth and Schlee fifth. All the professionals at the track with the exception of Dupuis and Davenport started in the three-quarter-mile open in one heat. This is where the dissatisfied pros were sold for they had expected a five-mile lap with real dollars for each and some of them came near not riding. Halligan made his spectacular runaway and at the bell had gained a lead of thirty yards. Fogler went out pulling Ashurst and got Halligan. Then the Brooklynite let Ashurst through on the pole but Ashurst was not strong enough to beat down the strength of Bedell and Krebs and they finished in this order, Fogler getting fourth. Bedell won by three lengths and Krebs crossed a length and a half in front of Ashurst.

The twenty-five mile motor-paced race between James F. Moran, of Chelsea, Mass., and Pat Logan, of Boston, was exciting and had the spectators on their feet at the finish. Stinson was to have ridden against Moran but was taken sick and Logan was substituted. Moran had the advantage in having an experienced pacemaker who knew how to get the best out of his man. Moran was paced by Saunders and Logan by Connolly, an ex-amateur, and it was seen that he was a bit shaky of the track. Moran got the pole and the lead at the start and at one mile was leading by 50 yards. This he increased to 150 yards at three miles and at the fourth mile had gained a half-lap. At six miles Moran was almost three-quarters of a lap in front and at one lap over eight miles was trailing Logan for a gain of one lap, which he succeeded in getting just before the ninth mile. In the last lap both fought neck and neck and both riders lost their rollers, Logan regaining his quicker and passing Moran again. Logan began to get away and at ten miles had gained 80 yards of what he lost to Moran. The latter began the attack again and at 11 miles Moran was again trailing. In the forty-sixth lap Moran tried desperately to pass Logan, but the latter's sprint held him off and brought the throng to their feet. Then Moran dropped

back in the rear and trailed for a mile. His next attempt to pass was in the thirteenth mile and after a quarter-mile battle he succeeded in gaining his first lap. Saunders then pulled his man away and at 14 miles was $1\frac{3}{4}$ laps in front. At 18 miles the Chelsea milkman was close behind Logan for a gain of another lap and made his effort in the second lap of that mile, but Logan rode strong and stalled him off after a hard ride. At 20 miles 1 lap Moran battled for one mile in the effort to pass and, neck and neck, they struggled, with the crowd cheering Logan for his effort. Moran then trailed for a mile and endeavored to pass, but the Bostonian was equal to the emergency. Moran began his final effort to gain the second lap at the beginning of the last mile. He passed Logan on the first lap, but the latter sprinted and went ahead. At the beginning of the last turn of the last lap Moran moved up and neck and neck the pair came around the turn for the tape. Opening his throttle wide, Saunders pulled Moran down the home stretch so fast that he gained his second lap twenty yards from the tape. It was a pretty finish and drew plenty of applause. The summaries:

Half-mile novice—Final heat won by E. C. Housenfluger, Englewood; second, A. McCabe, New York City; third, Louis Friede, Newark. Time, 1:16 $\frac{1}{2}$.

Quarter-mile open, amateur—Final heat won by C. A. Sherwood, New York A. C.; second, George Cameron, N. Y. A. C.; third, James Zanes, Roy W.; fourth, Jacob Magin, National T. V. W. Time, 0:29.

Miss and out, amateur—Won by Watson J. Kluczek, Roy W.; second, George Guthrie, Cameron, N. Y., A. C.; third, T. Smith, National T. V. W.; fourth, Michael Ferrari, National T. V. W. Time, 6:27 $\frac{3}{4}$. Distance, 2 $\frac{1}{2}$ miles.

Quarter-mile open, professional—Won by Floyd Krebs; second, John Bedell; third, Alfred Ashurst; fourth, Edward Rupprecht; fifth, Charles Schlee. Time, 0:27 $\frac{3}{4}$.

Three-quarter mile open, professional—Won by John Bedell; second, Floyd Krebs; third, Alfred Ashurst; fourth, Joe Fogler; fifth, Al. Triebal. Time, 1:39 $\frac{3}{4}$.

Unlimited team pursuit match—Won by Tiger Wheelmen (McDonald-Kessler); second, Roy Wheelmen (Kluczek-Jacobs). Distance, 10 miles. Time, 24:26.

Twenty-five miles motorpaced, professional—Won by James F. Moran, Chelsea, Mass.; second, Pat Logan, Boston. Time by miles—2:01, 1:59, 1:55, 1:52, 1:55, 1:55, 1:49, 1:53, 1:50, 1:49, 1:47, 1:53, 1:52, 1:53, 1:52, 1:52, 1:52, 1:52, 1:55, 1:56, 1:54, 1:54, 1:51, 1:49. Total, 46:10.

Roy's "Inter-State Derby" Looms Large.

Judging from the interest that already is being manifested in the Roy Wheelmen's "Inter-State Cycling Derby," a 25-mile handicap road race for the championship of the Eastern States, on the tapis for Sunday, September 30th, that event will be one of

the most important road races of the season. Although the entries do not close until September 24th, over fifty have been received. The Roys have reason to believe that no track championship will be held on that day, and if so all the fast men now riding at Vailsburg, including Sherwood, Kluczek, Cameron, Zanes, Mock, Eifler brothers, Magin, Zanes, Ferrari and Tommy Smith will make an effort to break the present record of 1:02:29 and win the gold medal offered by the president of the club. Several fast Philadelphia and Atlantic city riders, including Stroud, Logue, Trotter, Hemple, Sullivan, Chew, Van Doren and Wiley, the Syracuse crack, in addition to a bunch of fast men from Brockton, Boston, Lynn and Providence, are expected to battle for the title and prizes. To date, 29 place and 8 time prizes have been received, the first and second in each class being high-grade bicycles and watches. In addition, the first, second and third men to finish will receive gold, silver and bronze medals suitably inscribed. The course will be over the famous Merrick road, the race starting and finishing at West's Hotel, Valley Stream, L. I., and going out 12 $\frac{1}{2}$ miles to Seaford and turn. Will R. Pitman will referee the event and the other officials will be selected from cycling clubs in and around the city. Entries close with F. L. Valiant, 244 West 112th street, New York City.

Wholesale Raid on Sidewalk Riders.

As a result of a strenuous campaign which has been inaugurated by the police of San José, Cal., against thoughtless bicycle riders who persist in converting the sidewalks into thoroughfares, there are many broken hearts among the younger riders. On Thursday, August 30, a warning that the sidewalk law was to be enforced, was sent out all over the city. On the following day a large number of plain clothes men were stationed in different localities and began to reap the harvest. A second raid on Friday, resulted in the gathering in of twenty-five delinquents, several of whom, having been taken up the day before, evidently concluded that there would be no more enforcement of the law. In all, fifty-five arrests were made up to the first of September, and a goodly number of convictions and fines resulted.

Guippone Gets Inside Mile a Minute.

Guippone, the daring Italian motorcyclist, made another remarkable ride at the Velodrome Parc des Princes, Paris, on September 2. In a 10-kilometre (6 $\frac{1}{2}$ -miles) motorcycle race the Italian finished first and covered the distance in 5 minutes 49 $\frac{3}{4}$ seconds, or at the rate of 63.3 miles an hour. He used a single cylinder machine weighing 110 pounds.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

MUELLER GETS INSIDE 32 DAYS

Finishes with a Final Flourish of 213 Miles

—He and Holden Talk Interestingly
of Their Experiences.

The cross-continent motorcycle record now is 31 days 12 hours 15 minutes, which, incidentally, is the best authenticated record by one man on one machine, whether the machine be bicycle or motor vehicle.

It was, of course, established by Louis J. Mueller, of Cleveland, Ohio, who, riding a

characters and it was easy to understand their stories of being mistaken for hoboes by hotel clerks, who refused them food and lodging. Big Mueller wore a weather-beaten khaki coat and little Holden a soiled blue and white checked "jumper"; their slouch hats were sadly creased and the once taut brims flapped like the wings of a weary bird, although Holden, with the brim pinned up in front, Rough Rider style, looked the "sassiest" of the two. The rest of their clothing was in keeping and red and long unshaven, with faces covered with dust, any stranger whom they might have

a hero. "It felt good to get into a part of the country where they took some interest in what we were doing," he remarked. The next day, Sept. 7th, they reeled off 194 miles and put up at Buffalo. At Silver Creek, N. Y., they were met by W. C. Chadeayne and a party who escorted them into the city. Silver Creek is the place where last year Chadeayne had a terrific tumble which came near putting an end to his cross-continent journey. It was the Buffalo man's record that Mueller was breaking but the former could not do too much for the big Cleveland and his companion.



LOUIS J. MUELLER



GEORGE N. HOLDEN

2½ horsepower Indian motor bicycle, rolled into New York and dismounted at Columbus Circle on Monday evening last, 10th inst, at fifteen minutes past nine o'clock. He had left San Francisco on August 10th at 6 o'clock a. m. The apparent discrepancy of three hours is, of course, accounted for by the time gained in the long stretch of country that lies between the two oceans.

According to a mid-continent sign post which stands near Kearney, Neb., the distance from San Francisco to Boston is 3466 miles, which would make the distance to New York about 3230 miles. Mueller's cyclometer, however, registered 3568 miles; but every tourist who has ever undertaken a week's ride in a strange country readily will appreciate the discrepancy. Mueller "lost his way" and had to retrace his tracks many times. He did not arrive alone. George N. Holden, of Springfield, Mass., who left San Francisco with him to ride "when he felt like it" and to "look out" for the record-breaker, was in the latter's company and his cyclometer showed that he had traveled 2528 miles.

They were two disreputable appearing

approached would have been justified in buttoning his pockets. Mueller had a camera, minus the lens, slung across one shoulder, a canteen across the other. Holden had a canteen and a small but heavy valise, the latter containing spare parts and tools. The canteens belied first suspicions; they contained lubricating oil.

Both men were in fine physical shape and in good humor and after an impromptu "reception committee" had conducted them to a place with swinging doors, where every speck of dust was washed out of their throats and later into a place where the stuff was served on dishes, the travelers got on the scales at about midnight. Mueller weighed 184 pounds, a loss of nine pounds; Holden weighed 136, a gain of three pounds.

Mueller expected to reach New York 24 hours earlier than he did. It would have entailed two consecutive days' travel of about 250 miles and the task proved too tall. Holden, who was left behind nearing Chicago, rejoined him at Cleveland, where all of Mueller's neighbors turned out to greet him and where he began to feel like

He not only escorted them into town, but put them up at the best hotel and would not let them spend a penny. "That 'Bill' Chadeayne's a great boy," was Mueller's terse but appreciative comment. On the 8th they spent the night at Clyde, N. Y., 128 miles; on the 9th they slept in Fort Plain, N. Y., 134 miles, and the following day they finished in New York with a final flourish of 213 miles, the best day's travel of the entire journey.

Near Schenectady, they were met by "Punk" Sidwell, of Springfield, Mass., and Jacquay, of Schenectady, who rode with them into New York. Jacquay, himself, had harbored cross-continent ambitions, but after hearing the travelers' tales, he decided to keep them under cover, until next year, at least. At Albany, Stanley Kellogg, of the Hendee staff, who had been trying to locate them for 24 hours, gave them the glad hand and then came by train to New York to greet them again. It was pitch dark when they reached Yonkers, which adjoins the New York City line. W. F. Mann, the Indian agent there, had been hurriedly requested to provide the party of four with

lamps and managed to get some small hand lanterns for them. They would not stay alight, but Mann mounted his own well-lighted machine and led the little squad down Riverdale avenue and Broadway at a pace that gave the travelers some bad moments. "I don't know how we escaped being pinched," was the remark of one of them. "There was no use losing any time," was Mann's laughing response. A mile from Columbus Circle they had the most acute visions of "being pinched." A citizen wearing leggins and a bicycle cop—Kupfrain—waved them to a halt. But instead of arrest there was handshaking. The man in leggins was an old friend and with Kupfrain in front as a guarantee against further stoppage, they went on to where H. J.



WHEN MUELLER AND CHADEAYNE MET

Wehman, secretary of the F. A. M., was waiting to "take their time." Reporters, too, were there and the crowd that gathers on short notice came quickly. Mueller pulled out his big, leather-bound diary bearing the signatures of those who vouched for him at each stopping place; it was signed by Wehman, Roland Douglas and R. G. Betts, and soon after, the swinging doors swung inward. The cross-continent journey was over. Mueller had broken the motorcycle record by 16 days 23 hours 40 minutes and the one-man automobile record by about 36 hours.

There's a lot of quick, sparkling wit and good nature in Mueller. He is quick to grasp a situation or see a point and knows how to tell a story and has a fund of crisp expression that makes good reading. Neither he nor Holden attempted to conceal their joy for completing the journey nor did they attempt to disguise the hardships.

"It is very nice for people to ask 'Why didn't you cover more miles on this day or that day?' but no man who has not been over the ground can even begin to imagine what the journey means. If we had carried out our original idea of first riding from Cheyenne to 'Frisco, I don't think we ever would have started East," remarked one of the men. "If anyone placed \$2,000 in my



"There were times when I was tempted to drink the lubricating oil from my canteen."

hands at this moment and said 'It's yours if you reach 'Frisco,' I'd refuse the money?" was Holden's comment. Although Mueller made it plain that he did not hanker for any more of it, one of his first laughing remarks was: "Well, I'm ready to conduct a Cook's motorcycle tour across the continent. Who wants to go along?" Later, when he said he had learned a lot and thought he could now make the trip in 25 days, he was reminded that he had written that anyone who planned such an undertaking should be rushed to an insanity expert, he rejoined, "Well, I'm crazy."

When asked where the hardest going was encountered they gave the palm to the deserts of Nevada, Utah and Wyoming, with the "gumbo" of Nebraska and Iowa a good second. It was not only the bottomless sand of the desert, but the par-boiling heat and the consequent thirst that made their misery so great.

"It was not an exaggeration when I wrote that we brushed the green scum from the top of the pools in the deserts and drank the stagnant water," said Mueller. "Whenever we saw a tree, we knew there was such a pool and we got to it as quickly as we could. And we not only drank the water, but after drinking, we would dive into the pool and then, before leaving, fill our hats with water and clap them on our heads. We'd be dry almost before we could turn around. Why, when we spat, nothing would reach the sand—it was that hot. There were times when we were so thirsty that it was hard to keep from drinking the lubricating oil from our canteens.

"And to make such a trip it is necessary not only to ride an Indian, but to be an Indian," he went on epigrammatically. "Many of the roads out West are mere trails and when you come to a fork you need the instincts of an Indian to be able to find your way. Usually, I would select the most trav-

eled trail and often only to find that it led to some ranch. Then I'd retrace my route and find a few more forks. I'd become so bewildered I would not know which way to turn or where I'd left off. Finally, I hit on the plan of heaping up a little pile of rocks to mark the wrong trails I'd followed so I wouldn't go over them again. Houses and people are few and far between out that way and when you lose the road you lose it 'for fair.' There was one place in the desert where I found a comparatively good road and followed it for 27 miles before I came to a town, only to learn that I had gone 27 miles off my route."

Mueller said the most amusing incident of the journey occurred near Laramie. While approaching a party of three men



A STOP FOR INSPECTION

and a woman who had pitched camp for the night, the woman, for some reason, took a violent dislike to the motor bicycle and, calling to the men, she poured out a flood of Billingsgate on Mueller's devoted head. The men were tending the horses a short distance away and, fearing trouble, Mueller first pedalled and then dismounted, the while feeling for his gun which he carried inside his leggin. As the men approached, she ceased her eruption. Mueller decided to put on a bold front. With his slouch hat, khaki coat and canteen he looked quite soldier-like, which helped his "front."

"Madam, do you know who you are talking to?" he inquired curtly.

Madam's reply is unfit for publication.

"Well, it may be well for you to know that I'm a government dispatch carrier," Mueller went on, "and when I get to the fort to-night I shall report you for obstructing the public highway and encroaching on Government property. What's your name?" he demanded authoritatively.

The effect was magical.

"I'm Mrs. Mary Shannon, of Rawlins, Neb.," wailed the now thoroughly affrighted Amazon, as she actually fell on her knees and calling upon all the saints in the calendar, begged the "dispatch carrier's" pardon and pleaded with him as he loved his own life not to report her to the "commanding

officer." Mueller had, meanwhile, taken out his business-like diary and noted Mrs. Shannon's name therein.

"Now do you see the trouble your damned Irish gab has got us into!" was the expressive ejaculation hurled at the supplicating female by the man of the party who apparently was Mr. Shannon.

Holden told a little story on Mueller himself. The "big fellow" likes his bed and arousing him in the early morning hours was no small task. At one place, Holden's efforts failing, the hotel proprietor and his wife came to his assistance. After the door had been all but battered down, a gruff, threatening voice came from the other side:

"I'll shoot through the door if you don't let me alone," it said determinedly.

While, on occasion, Mueller's superior strength was an advantage, Holden thought in the sand and on some of the many vile hills, his lighter weight made things easier for him than for the "big fellow." But, at that, there had been enough hard work to satisfy both of them.

The men's machines were in surprisingly good condition. They had experienced a full share of tire troubles, one of their inner tubes having been patched no less than 26 times and four repairs on the day before the finish having delayed them beyond anticipations. Mueller's motor was lacking some of its pristine power, one of the worst troubles being due to a bushing on the shaft of the timing gear, which had required that the engine be taken apart twice and left irregular sparking. Once, while in the West, a bad fall had also smashed his contact breaker box and gears and it was then that the necessary parts were taken from Holden's machine, Holden taking the train until he could renew them for his own mount.

Both machines were fitted with rubber grips which Necessity and the men themselves had invented and which they both declared "beat any anti-vibration device ever produced." The "grips" were nothing more than pieces of stout garden hose about 12 inches long, which had been slipped tightly over the regular grips; in the parts which were left projecting wood plugs had been inserted and it was on this yielding portion that they rested their hands and with which they did the steering, the wood-plugs making the hose firm enough for the purpose. Both Mueller and Holden agreed that but for these "home-made grips" they scarcely could have withstood the fearful pounding of railroad ties and other rough going which they encountered.

Holden, on his Indian, left for Springfield early Tuesday morning, where there is a Mrs. Holden and two little Holdens whom he had not seen for two months. Mueller remained in New York awaiting his suit case and clothing, which had been expressed from Rochester the day he had left there. It went astray and did not finally arrive until Thursday and then, by the

perversity of fate, only about 30 minutes after the record-breaker had invested in and decked out himself in a new array of duds.

Both men spoke warmly of their treatment in San Francisco. The local motor-



Summary of Mueller's Travel:

Days.	Date	Arrived.	Miles.	Total Miles
1—	Aug. 10..	Rocklin, Cal.....	127	127
2—	" 11..	Truckee, Cal.....	94	221
3—	" 12..	Hazen, Nev.....	84	305
4—	" 13..	Humboldt, Nev.....	95	400
5—	" 14..	Battle M't'n, Nev.....	101	501
6—	" 15..	Slept in a haystack.	60	561
7—	" 16..	Wells, Nev.....	105	666
8—	" 17..	Slept section house	94	760
9—	" 18..	Ogden, Utah.....	85	845
10—	" 19..	Rain	—	—
11—	" 20..	Peterson, Utah.....	20	865
12—	" 21..	Echo, Utah.....	26	891
13—	" 22..	Evanston, Wyo.....	37	928
14—	" 23..	Green River, Wis.....	108	1036
15—	" 24..	Bitter Creek, Wyo.	63	1099
16—	" 25..	Pass Creek, Wyo.	103	1202
17—	" 26..	Laramie, Wyo.....	89	1291
18—	" 27..	Sidney, Neb.....	162	1453
19—	" 28..	Brady Island, Neb.	159	1612
20—	" 29..	Grand Island, Neb.	127	1739
21—	" 30..	Elm City, Neb.....	131	1870
22—	" 31..	Panama, Iowa.....	101	1971
23—	Sept. 1..	Nevada, Iowa.....	158	2129
24—	" 2..	Mt. Vernon, Iowa.	127	2256
25—	" 3..	Rochelle, Ills.....	144	2400
26—	" 4..	Roll g Prairie, Ind.	171	2571
27—	" 5..	Swanton, Ohio.....	166	2737
28—	" 6..	Cleveland, Ohio.....	162	2899
29—	" 7..	Buffalo, N. Y.....	194	3093
30—	" 8..	Clyde, N. Y.	128	3221
31—	" 9..	Fort Plain, N. Y...	134	3355
32—	" 10..	New York, N. Y...	213	3568

cycle club had shown them much attention, a watermelon run, in particular, appearing to linger in their memories. C. C. Hopkins and Frank M. Byrne, the latter the F. A. M. vice-president for the Pacific District, being among those whom they described as "white."

Ten Days to Dayton by Leuly.

Although when Emil Leuly, of Hoboken, N. J., a member of the New Jersey division of the Century Road Club of America, left that city at 4 a. m. on August 12th for Dayton, Ohio, it was as a tourist, he did no lagging on the way and it is now announced that he set up a "record" between the cities. He reached Dayton on August 22, at 8:15 p. m., having covered during that time 935 miles. Leuly's longest day's mileage was made on the third day from Hoboken, when he rode from Montrose, Pa., to Coring, N. Y., a distance of 112 miles, and the shortest distance traveled in one day was on the last, from Springfield to Dayton, 23 miles. Leuly was accompanied as far as Niagara Falls by H. E. Fischer, C. R. C. of A.

Early Grinds Out a Triple.

One of the few triple centuries to be recorded this year was that made on September 2nd and 3rd by Harry Early, of Jersey City, N. J., treasurer of the Century Road Club of America. Early left Jersey City at 1:10 a. m., September 2, and reached Atlantic City at 6:05 o'clock that evening, going via Philadelphia, 202 miles. He returned from Atlantic City via Tuckerton and Lakewood on Labor Day, arriving at Jersey City, 101 miles, at 11:45 p. m., completing the triple century in 34 hours 35 minutes.

Will Hold a "Calamity Race."

The Eastern Division of the Turn Verein Cycle Club, of Brooklyn, will hold its third annual race meet at Rosedale, L. I., on Sunday, 30th inst. The program will start with the annual ten-mile club handicap, the succeeding events being a slow race, 100-yard dash, novelty race and a grand calamity race, whatever that may be.

Offended the Scotch Cop's Dignity.

For having committed the horrible crime of failing to ring his bell when approaching a policeman, a young Scotchman was haled to the nearest magistrate. And even judicial discernment could not but regard this as an insult to the uniform and the unfortunate cyclist had to pay for it.

Must Keep Mufflers Closed in Oakland.

After due deliberation, Mayor Mott, of Oakland, Cal., has signed a municipal ordinance requiring that every motorcycle shall be fitted with a proper muffler, and that the muffler shall be kept closed while the machine is being run within the city limits.

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having taken over the cycle business of the George N. Pierce Co. will steadfastly adhere to that policy, and their entire interest and energy now being concentrated in the production of such bicycles, certain advantages will accrue therefrom; these will serve to make the Pierce Agency a more valuable asset than ever and are such as offer attraction to all dealers intent on the proper advancement of the cycle business, which is equivalent to saying their own advancement.

T'WAS A GREAT "HUNDRED"

Accidents, Arrests and Hospitality Added to its Greatness—Hiram Again in Front.

Hiram Hinck, of the Century Road Club Association, the young grocer boy who has been winning numerous road races this season, was again in front at the finish of the 100-mile record run promoted by that organization, and held over Long Island Roads last Sunday, 9th inst. Hinck rode from the 2 hour 20 minute mark and finished well ahead of George Glunz, the second man to cross the tape. Hinck rode the distance in 5 hours 46 minutes 53 seconds and in addition got fourth time prize.

Joseph M. Eifler, Fred C. Graf and Gustave Duester, all of the promoting organization, were on scratch and they battled for time prizes, Eifler winning out by one second over Graf and two seconds over Duester. Frank Eifler intended to compete but since his accident at Vailsburg, when he ran a splinter in his knee, he has been unable to straddle a bicycle. Joe Eifler's time was 5 hours 44 minutes 4 seconds.

Had the roads not been so dusty it is likely much better time would have been made, but as it was the surface of the road was covered with an inch or more of dust which, added to the passing and repassing automobiles, made the going almost unendurable. The course was from Bedford Rest, Brooklyn, to Hicksville, Valley Stream and Masapequa and return.

An unexpected obstruction in the person of a deputy sheriff stopped some of the riders at Hicksville. From this place to Jericho the roads were very bad and most of the contestants took to the side path in Hicksville, which being in the village limits, is honored with the name sidewalk. The first to suffer was A. G. Armstrong, president of the Century Road Club of America. Armstrong was riding at about twenty miles an hour, well up with the leaders, when suddenly out jumped the deputy sheriff from behind a clump of bushes and attempted to make a regular low football tackle. Mr. Armstrong is no lightweight, tipping the scales at nearly 200 pounds, and as he rides a Columbia chainless bicycle with 30-inch wheels, the effect can better be imagined than described. Fortunately the rider was not injured and as soon as the deputy sheriff recovered his breath—for he landed with a heavy thud—he told Armstrong he was under arrest for riding on the sidewalk. Then Armstrong told him the why and how and a few things and what he would do to him for grappling a rider. The deputy sheriff thought it over and let the America's president go.

He must have become sore both in body and mind, for later he arrested Peter J. Baum and Ernest Grupé, who were cutting a swath through the atmosphere. They pleaded so hard that they were let go with

a reprimand. Later several others were stopped, but not fined.

In contradistinction was the attitude of some of Hicksville's people, for they did something that is not done in every road race. By the time the riders reached this place the last time many of them were nearly fagged out—at that stage where refreshment of some kind would have sent them on to the finish, where otherwise they would have had to quit. The Hicksvillians proved good sportsmen and handed out bottles of water, soda, wine, etc., while several had bushel baskets of pears which they gave to every rider that came along. One man had a big bucket of wine and as each rider came along he would run to along with a well-filled glass and hand it to him with the injunction:

"Drop the glass anywhere along the road and I'll send up my boy for them in the morning. Throw it off the road though, so that the other riders won't cut their tires."

Some of the riders demurred at taking the wine, but he reassured them with a hearty:

"Go ahead and take it, 'twill do you good. It's alright, I made it myself." This man sent more than one drooping rider on his way refreshed.

Only one accident occurred to mar the success of the race. This happened to M. Walters, of the Association, and he received injuries which necessitated his removal to the Nassau Hospital. While riding through Rockville Center, on a smooth stretch of road, the forks of his bicycle suddenly gave way and precipitated him headlong to the ground. An ambulance was summoned and he was taken to the hospital where it was found that he was badly cut and bruised about the head. He was badly hurt internally as he vomitted blood. Walters must have cracked the fork head earlier in the race or in some previous race and failed to notice the damage until the strain caused it to give way. The summary:

Pos.	Rider.	Club.	H.M.	H.M.
1.	H. Hinck, C. R. C. A....	2:20	5:46:35	
2.	Geo. Glunz, C. R. C. A....	2:20	5:48:45	
3.	J. E. Fee, C. R. C. A....	2:20	6:11:30	
4.	A. Klein, Brower W.....	2:20	6:11:50	
5.	D. J. Perry, Universal W...	2:30	6:36:40	
6.	A. Bizzari, Edgecombe W...	1:40	5:55:40	
7.	P. Baum, Tiger W.....	1:40	5:55:41	
8.	C. M. Schlosser, Brower...	1:40	5:55:43	
9.	J. A. Olsen, C. R. C. A....	2:10	6:25:44	
10.	E. G. Grupe, C. R. C. A...	1:50	6:05:35	
11.	A. G. Armstrong, C.R.C.A.	2:30	6:53:10	
12.	Harry Early, C. R. C. A...	1:30	5:56:30	
13.	H. Roullier, Roy W.....	2:00	6:30:30	
14.	S. Morrison, Edgecombe...	1:35	6:09:50	
15.	J. M. Eifler, C. R. C. A....	sch	5:55:04	
16.	F. C. Graf, C. R. C. A....	sch	5:44:05	
17.	G. Duester, C. R. C. A....	sch	5:44:06	
18.	F. Fuchs, New York.....	1:50	6:36:00	
19.	C. H. Denzendorf, S. A. C.	2:10	6:58:00	
20.	J. B. Hawkins, C. R. C. A.	2:20	6:11:40	
21.	J. Krazachy, New York...	2:10	7:11:20	

22.	H. T. Mayo, C. R. C. A....	2:30	7:34:00
23.	J. G. Bray, C. R. C. A....	1:40	6:50:00
24.	E. Richardson, Brower...	2:10	7:25:00

Time prize winners:

1.	J. M. Eifler, C. R. C. A....	sch	5:44:04
2.	F. C. Graf, C. R. C. A....	sch	5:44:05
3.	G. Duester, C. R. C. A....	sch	5:44:06
4.	H. Hinck, C. R. C. A....	2:20	5:46:35
5.	G. Glunz, C. R. C. A....	2:20	5:48:45
6.	A. Bazzari, Edgecombe...	1:40	5:55:40
7.	P. Baum, Tiger W.....	1:40	5:55:41

Walthour Wins Twice in France.

Robert J. Walthour, America's best pace follower, trounced Louis Darragon, the champion of France, in a three heat match race at the Velodrome Buffalo, Paris, on Sunday, 2nd inst. The first heat was at 10-kilometres and Darragon finished the race five laps in front of the American. Time, 8:17½. Walthour got the next heat after a hard fight and finished the 30-kilometres in 24:10½. The final heat was at 15 kilometres and Walthour finished several lengths in front of the Frenchman. Time, 12:28. At the same meet Seigneur made an attack on the world's unpaced record against time held by Petit-Breton at 41 kilometres 110 metres, but he was only able to cover 40 kilometres 564 metres in the allotted time.

In a three-cornered paced match race at Lille, France, last week, Walthour defeated Lepoutré by 30 metres and Antonie Dussot by 200 metres. The distance was 10 kilometres and Walthour's time was 9:41½.

Regularity Run for Motorcyclists.

The New York Motorcycle Club has set its annual open regularity and speed judgment run—one of the most interesting forms of sport—for Sunday, Sept. 30th. The course will be from New York to Bedford and return, 80 miles. Starters may leave at any time between 8:30 and 9 o'clock a. m. Souvenir handlebar watches and holders will be awarded all who attain a score of 75 per cent. based on the speed of 15 miles per hour as taken at four points, two of which will be unknown to the riders. Five minutes' "leeway," fast and slow, will be allowed, one point being deducted for each variation therefrom. Entry blanks may be obtained from Capt. A. J. Bendix, 800 Third avenue, New York.

Elected Officers and Had a "Spanish" Feed.

The Garden City Wheelmen and Motorcyclists, of San Jose, Cal., held its semi-annual election of officers on Tuesday night of last week and after the election the cyclists punished a "Spanish feed," prepared by one of its indefatigable members—Jack Dermody. The new officers chosen were: President, Louis Normandin; vice-president, B. C. Dale; recording secretary, W. R. Scully; financial secretary, B. Johnson; treasurer, Security State Bank; directors—William Halla, J. A. Benson, Alan Hope, George Ducier and C. D. Cavallero.

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MITTEN'S DAY AT SALT LAKE

Iowa's "Champion" Made Things Lively—
There were Others, but it was all Mitten.

Salt Lake City, Sept. 8.—It was too bad that there was such a small crowd at the saucer track last night for there was much merry-making—fun of the good, wholesome, old-fashioned kind in one match race. It was as exciting as the Kramer-Lawson matches, at least to the contestants. Worthington L. Mitten, who harvested his early crop of radishes, turned the old cow out to pasture, put the hoe behind the rain barrel and the plowshares in the empty stall in the old red barn, shook the red soil of Davenport, Iowa, from his regulations and then hid himself to Salt Lake City with good intentions, had not won a race this season. To give Mitten a chance to demonstrate his terrible sprint, the management arranged a match race against Ben Munroe. Mitten is a good fellow, at that, and was one of the favorites at the track this summer. His heart breaking effort to hang on to the tail end of the procession always brought down the house. Although he cannot ride a bicycle, despite the fact he is the champion of Iowa, having won that title back in the "eighties" at a county fair. Mitten is a champion strong man. He can bend 20-pennyweight nails like soda straws and can handle lanky McFarland as an ordinary man would a two-year-old hopeful. But this is getting away from the race in question.

It was a sort of consolation affair to give Mitten and Munroe capital to pay their board bills and get back to their respective homes. The race was the feature of the evening, not because of the speed, but because each rider worked his head almost off in the vain effort to get up what might be termed a brisk pleasure spin. Both riders appeared nervous when the "meal ticket championship race" was announced. Mitten was shaking like one of those aspen leaves one reads about; the truth is Mitten passed two very restless nights and dared not touch food all day for fear it would put him off form.

The first heat was won easily by Mitten and then both riders went to their rooms for a rub down. Mitten was slow in getting out for the second heat and one of the officials announced to the appreciative fans: "Mitten absolutely refuses to ride the second heat on account of adverse criticism of the newspapers." It was some time before order could be restored and the race go on. There is not much to tell about the second heat. A lap from home Mitten cut loose from the rear and dropped down on the pole in front of Munroe, so close, in fact, that he ran the Southerner on the cement. There was no protest, however. Mitten is now known as "Near-Lawson Mitten." After the race the riders carried him off the track in triumph amid loud applause, but

not before he was made to circle the bowl while the band played "Hail to the Chief" or "See the Conquering Hero Comes." It was hard to tell which tune it was, because the din of applause was uproarious. Mitten is now entitled to rank with Kramer and Lawson. Like Kramer, he had to execute a "tour de honneur," and like Lawson, he rode his opponent off the track.

Judging from the manner in which the crowd greeted the McFarland-Samuelson pursuit race it could not be called a howling success; rather it was a disappointment, for Samuelson won ridiculously easy. Perceiving that it was next to impossible to overhaul Samuelson, McFarland just pedalled away listlessly until Samuelson passed him. The race went for only one mile four laps sixty yards.

One of those races in which it is a case of fight from the start, was the final of the one mile open, professional. On the last quarter of the bell lap, Hollister, by a daring piece of head work, shot down and stole the pole and for a moment he looked the winner. But as the riders swung into the home stretch, Lawson jumped into first place while Clarke, coming up from behind with a terrific burst of speed, got McFarland at the tape. Hardy Downing was fourth.

Hume captured his heat in the one mile handicap amateur and also the final. Carter was second, Berryessa third, and Holliday fourth. Fred West got the quarter-mile open. The judges awarded Hume second, but there was a howl from the spectators, who said Hal McCormack got it. Holliday crossed the tape fourth.

Manager Chapman has a plan on the tapis to hold a twenty-four hour race next week, to begin probably Thursday night. Chapman has petitioned for a special permit to allow West and Hume, and Berryessa and Diefenbacher, the amateurs, to ride with the professionals. It is stated they will be paid in merchandise, so as to not injure their amateur status. The summary of last night's racing follows:

Half-mile match race between W. L. Mitten, champion of Iowa, and Ben Munroe, champion of Tennessee—First heat won by Mitten. Time, 1:14. Second heat and race won by Mitten. Time, 1:12½.

Quarter-mile open, amateur—Qualifants: Fred West, Ed. Mayer, J. E. Holliday, Hal McCormack, Tommy Morgan, R. Mayerhofer, Jack Hume, R. Diefenbacher and P. Giles. Final heat won by West; second, Hume; third, McCormack; fourth, Holliday. Time, 0:29¾.

One mile handicap, professional—Qualifants: Iver Lawson (scratch), A. J. Clarke (20 yards), N. C. Hopper (45 yards), S. H. Wilcox (60 yards), Ernest Pye (35 yards), H. K. Downing (25 yards), C. L. Hollister (15 yards), and F. L. McFarland (scratch). Final heat won by Lawson; second, Clarke; third, McFarland; fourth, Downing. Time, 1:59¾.

One mile handicap, amateur—Won by

Jack Hume (scratch); second, G. Carter (80 yards); third, Berryessa (40 yards); fourth, Holliday (10 yards); fifth, Fred West (scratch). Time, 2:03.

Unlimited match pursuit between F. A. McFarland and W. E. Samuelson—Won by Samuelson. Distance, 1 mile 4 laps 60 yards. Time, 3:11.

Team Pursuit Race Arouses Baltimore.

Although there were numerous other athletic events at the fourth annual municipal games held at Patterson Park, Baltimore, Md., last Wednesday, 12th inst., the unlimited team pursuit bicycle race between four Baltimore cycling clubs, was the real "thriller" of the afternoon and the finish had over 20,000 spectators cheering wildly. This is "Jubilee week" in the Monumental City, which accounts for the immense crowd.

Through the efforts of energetic "Billy" Logue, the pursuit race was arranged for and the prize was a silver cup, standing 12 inches high. It was the first time a team race had been held in the city of monuments and aysters in many years and the intense interest that it created is bound to result in good.

The contestants were the Lafayette Wheelmen, represented by Albert Bennett, Harry E. Boehm and Howard L. Cole; the Patterson Cycle Club, with Louis J. Lanning, Andrew Miller and Ernest Eiler; the Curbstone Wheelmen, with Charles G. Crockett, Arthur Waugh and William Waugh, and the Crescent Bicycle Club, with T. W. Baker, Charles O. Reveille and Francis Woolford. The teams were placed equidistant around the track and the rules called that when one man of a team was passed he must drop out. Finally three riders were left—Cole, of the Lafayettes, and Baker and Reveille, of the Crescents, and the interest heightened. At this stage Cole was one-third of a lap behind the other two, who could work alternate pacing to advantage. Finally Reveille had to drop back and Cole sprinted ahead and tagged him. Baker rode hard after Reveille but was finally caught and passed by Cole, who was given an enthusiastic ovation from 20,000 throats. The distance was 5¾ miles and the time 16:45¾. The Patterson Cycle Club finished third.

Familiar Ecko from Manitoba.

"I wonder what Tom Eck has got up his sleeve?" remarked a prominent racing man this week. The cause of the remark was a long telegram from Winnipeg, Manitoba, where the famous old trainer now lives, in which he prophesies a revival of bicycle racing. Among other things Eck is credited with saying: "The bicycle game is a dead one now in the United States, but do I think it will revive? Well, look at roller skating. A very short time ago roller skating was as dead as a door nail and now rinks can't be built fast enough to meet the demands."

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LOFTUS WINS AT BROCKTON

But Small Gave Him a Large Fight—Fast Time the Rule.

After a hard tussle and in a blood-warming finish, Alvin Loftus, of Cranston, R. I., won the first twenty-five-mile road race ever held in Brockton, Mass., last Saturday, 8th inst. He rode from the five-minute mark and only beat Jud Small, a Brockton rider, at the tape by half a wheel. Loftus's time for the twenty-five miles was 1:12:10. A lively fight for time honors developed between the three scratch men, Charles Helander and W. H. Bussey, of Brockton, and William Farrell, of Worcester. The trio kept well together during the early part of the race but after that Helander shook of the other two and finished well up in 1:10:58. Farrell, the visiting honor marker, was four minutes late and was so completely done up that he collapsed after dismounting from his bicycle.

The race was promoted by the Brockton dealers and managed by George A. Gove and F. E. Churchill and it addtacted considerable interest in and around Brockton. It had originally been scheduled for Labor Day but on account of counter attractions had been postponed until last Saturday. Approximately 500 persons witnessed the finish of the race.

The course was good and started at West and Torrey streets, to Daly's corner, North Easton, thence through Washington street to Morse's corner, South Easton, through the State highway to Belmont street and to West street at the fair grounds. This was covered four times. For the last mile or so there was a gradual down grade which resulted in the pretty finish referred to above. Thirty-four riders started from the marks ranging from scratch to eight minutes, fifteen of whom finished in time for prizes.

William B. Bussey punctured during the first round but changed to a spare wheel and remounted his own on the next lap. Had it not been for this Bussey would have probably given Helander a fight for time honors at the finish.

By far the most serious accident of the day and one which the victims stood with remarkable courage, was a collision between Tom Panacy and Aubrey Goodrich, both of Brockton. This occurred on the last lap. Panacy attempted to cross the road and get in with the bunch, and in so doing ran into Goodrich, throwing both to the ground. Although bleeding profusely from numerous cuts, both remounted and finished well up in the list. After finishing they were attended by a physician. Goodrich suffered deep cuts in his right knee while Panacy's arms were cut considerably.

Through a misunderstanding, Londergan, of Worcester; A. F. Connors, of Lynn, and Watson Walker, of Wakefield, got away off the course, but they were with the leaders

when the mistake occurred. The summary follows:

Pos.	Rider.	Residence.	Hdep. Min.	Time H.M.S.
1.	A. Loftus,	Cranston, R.I.	5:00	1:12:10
2.	Jud Small,	Brockton...	5:00	1:12:10½
3.	Fred. Hall,	Watertown...	4:00	1:12:05
4.	L. Lewis,	Worcester...	4:00	1:12:05½
5.	Percy Cutter,	Wakefield.	3:00	1:11:06
6.	Tom Panacy,	Brockton...	4:00	1:12:35
7.	A. Goodrich,	Brockton...	3:00	1:12:00
8.	M. Cunningham,	Estndle.	8:00	1:17:55
9.	C. Helander,	Brockton...	sch	1:10:58
10.	F. V. German,	Brockton.	5:00	1:16:09
11.	V. Gabrey,	Shrewbury...	8:00	1:21:22
12.	W. Farrell,	Worcester...	sch	1:14:24
13.	W. H. Bussey,	Brockton...	sch	1:16:04
14.	W. Packard,	Brockton...	5:00	1:22:05
15.	G. Johnson,	Brockton...	6:00	1:24:30

Time prize winners:

1.	C. Helander,	Brockton...	sch	1:10:58
2.	P. Cutter,	Wakefield...	3:00	1:11:06
3.	A. Goodrich,	Brockton...	3:00	1:12:00
4.	Fred Hall,	Watertown...	4:00	1:12:05
5.	Leslie Lewis,	Worcester...	4:00	1:12:05½

Selecting a Champion with Handicaps.

Although three of the championship club races of the Edgcombe Wheelmen, of New York City, were run at Valley Stream, L. I., on Sunday, 2nd inst., the results have just been made public. There remains one race yet to be decided at Valley Stream tomorrow (Sunday). Following are the summaries of the races held on September 2nd:

One mile handicap:

1.	Emile Koster.....	150 yards	2:58
2.	Albert Anderson.....	150 "	2:59¾
3.	Nick Kind.....	125 "	2:57½
4.	Chris. Kind.....	125 "	2:58½
5.	Richard Hughes.....	200 "	3:03¾

Two mile handicap:

1.	Albert Anderson.....	1:00	5:17
2.	Emil Koster.....	1:00	5:17¾
3.	Nick Kind.....	1:00	5:18
4.	Richard Hughes.....	1:30	5:48
5.	S. R. Morrison.....	0:30	5:03

Five mile handicap:

1.	Emile Koster.....	2:00	13:38
2.	Albert Anderson.....	2:00	13:39
3.	Wm. Voringe.....	2:30	14:22
4.	Chris. Kind.....	1:30	13:45
5.	Nick Kind.....	1:30	13:47
6.	Richard Hughes.....	2:30	14:47¾
7.	Otto C. Brandes.....	scratch	12:32¾

Two Races and a Spill on Staten Island.

Frank O. Ericson, of Brooklyn (R-S), won the ten mile open motor bicycle race that formed one of the features of the Richmond County fair, at Dongan Hills, Staten Island, last Saturday, 8th inst. William Wincabaugh, Princess Bay, L. I. (Indian), finished second, and A. Jeanotte, New York (R-S), was third. No time was taken. A. G. L. Fritz, of New York, one of the contestants, ran into the fence while "tickling" the carburetter of the borrowed Indian he rode and, falling heavily, broke his arm, and was badly bruised. A five-

mile open, run on Labor Day, was won by Wincabaugh. Frank Duffy, West Brighton, S. I. (R-S), finished second and Jeanotte was third. The time was 8:45.

St. Louis's Blood Growing Warm Again.

For the first time in about five years there is to be a road race in St. Louis. To stir up more interest, the St. Louis Cycling Club is arranging for a twelve-mile club contest which will occur early in October. A hare and hound chase is also being planned for the latter part of next month. Next spring it is intended to revive the once famous 20-mile Forrest Park road race.

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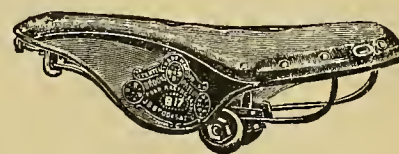
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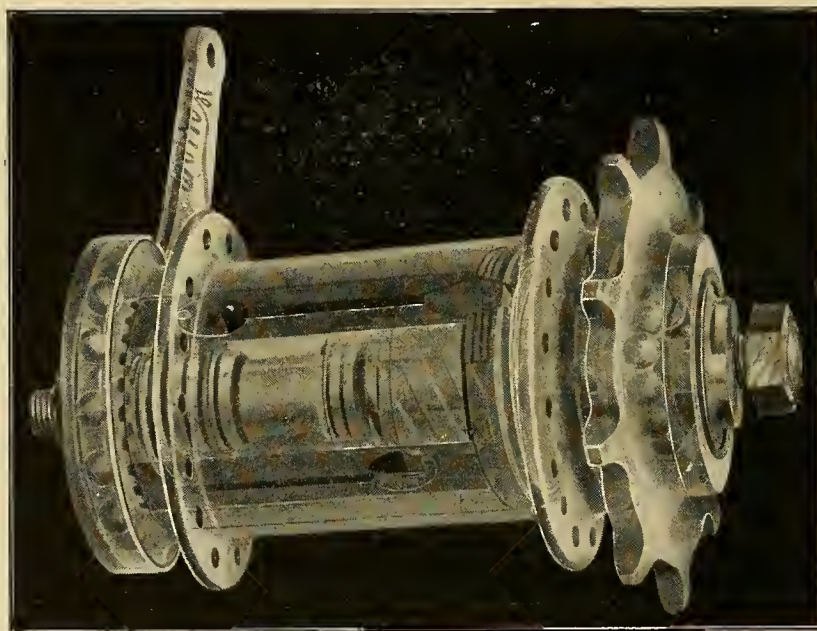
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TOURS WITH AN OBJECT

But Ideas of the "Object" Vary Widely—
Here are Some Instances.

"It may, I think, be very safely assumed that every cyclist who plans a tour has an object in view, whatever that object may be. Commonly speaking, the object may not be very clearly definable, he may not even be capable of defining it to his own satisfaction, beyond perhaps generalising in the vague sort of way that it is to have a good time and enjoy himself. Such an object, of course, is a natural one, and supplies a most cogent reason for going a-touring, but, as it is more or less common to all of us, it cannot be specialised in the way the tourist desires when he openly avows himself as 'touring with an object.' What he desires, in fact, to convey to your intelligence, is that he is, in a manner, superior to the general ruck of cyclists, even to the pastime of cycling itself, and that he derives most of his pleasure in perambulating the country from some other hobby to which the poor cycle acts merely in a menial capacity, being subservient, or at best but accessory to the pursuit thereof. The other hobby, indeed, has attractions stronger to him—foolish fellow—than even the exquisite delights provided by his wheel," writes Jock, in the *Scottish Cyclist*. "Now, it seems to me such a man must be sadly lacking in a sense of proportion. He credits the shadow with the joys derived from the reality, and because he finds some secondary pursuit suddenly become attractive under the genial influence of the wheel, he confers on the favored all the wealth of a grateful heart, instead of allocating it to the favorer—the cycle—to which, though he may not know it, all his pleasure is directly or indirectly attributable. I am sure you, good reader, will maintain with me that to entertain such views as these savors of rankest heresy, but, undeniably, heretics abound, and we must, I suppose, put up with them with what grace we may.

"The tourist with an object usually encumbers himself and his mount with a variety of strange articles which the cyclist, who is, as he should be, a cyclist first and everything else afterwards, would condemn to eternal incineration rather than be burdened with. When you see a man with a big black cube with a circular hole on one side strapped on his back, and a bundle of sticks on the frame, with a lot of funny little packages tied on various parts of the machine, you may take it for granted that you have before you the photographic object. Similarly, when a net on the end of a bamboo stick, and some japanned-tin boxes are among the impedimenta, you see the naturalist object, and so on through the whole list—they carry their trade mark with them whenever they go a-touring. Believe me, however, friend reader, I have no wish to scoff at this sort of thing. So long

as the tourist does not invert the pyramid and claim the base as apex and vice versa, he and I will never fall out, though he surround himself with as many objects as the sun has satellites. I have, in fact, toured many times with men given to this sort of thing, and, greatly to my edification and satisfaction, have I watched them labor at such things as photography, sketching, specimen-hunting, and the like, what time I was permitted, undisturbed, to indulge in the pursuit of my own particular object, which is to do nothing as diligently as possible, though I have sometimes exerted myself to the extent of puffing a favorite pipe or taking an occasional dip into some frivolous brook. Beyond these I must confess I have never indulged in a definite object in cycle touring, and, as I am ap-



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proaching the period of life when one's habits and tastes, one's virtues and vices, become stereotyped, I imagine that I never shall. Yet in a way I have assisted the object pursuer in my time. I have, for instance, offered a word of criticism—not always received in a proper spirit, by the way. I have even told the other fellow at times how I would do it were the giant within me but moved to try, and on occasions I have been able to report splendid little 'bits' which my companion has, with a grateful heart, rushed miles away to photograph, while I diligently occupied myself in waiting his return.

"When touring with a man with an object I have never hesitated to divide the work with him in this way, which probably explains our mutually tolerant attitude. The only occasions on which I have fallen foul of a companion of this kind has been when he has tried to innoculate me with his pestilent activity, or when he has bored my patient ears with learned and technical dis-

quisitions on a pet hobby. Probably the most trouble some of this kind is the archaeology to the inexpert and uninterested is the very essence of boredom. Let no enthusiast put his lance in rest to tilt at me in defence of the science, for I, for my part, am quite defenseless. I know nothing of the subject, and would pass, and even ruthlessly tread, in pure ignorance, on some prehistoric remnant which Mr. Archaeologist would put in a gold casket and defend with a ring of Maxim guns to the very death. With the confirmed archaeologist everything has a meaning. If you, seeking rest by the wayside, and in sitting down come smartly in contact with a pointed flint, the archaeologist evinces no sympathy with your howl of agony, no ministering angel he to soothe the afflicted part with suitable assuages. On the contrary, he will show signs of expectant delight, and, disregarding your wounded condition, will gloat over the discovery of the cause thereof, which he will declare is a remnant of the Flint Age, fashioned by some old-time warrior long since gathered to his fathers. If you, with your hand still rubbing the wounded spot, should anathematise the ancient one, and express regret that the old ruffian had not died in infancy, or that somebody had not taught him to put his absurd weapons in a place of safety, instead of leaving them about on the King's highway to the posterior detriment of posterity, you will only get laughed at for your pains.

"Some years ago I was dragged down to Ightham, in Kent, by an archaeological friend, with a promise that I should see something remarkable in antiquarian remains. I conjured up strange visions in which prehistoric monsters figured largely, and accompanied my friend on his quest. Ightham is chiefly remarkable for possessing the oldest inhabited house in England; it likewise possesses a noted archaeologist, who, during some fifty years, has been accumulating bric-a-brac left so carelessly about by our ancestors. It was to see this collection that I was to be taken, and, dolt-headed ass that I was, I sweated up a succession of terrific hills, buoyed up with thoughts of the splendid time ahead. Well, we reached the famous collection at last; it was housed most unpretentiously in the rear of a shop, but there was plenty of it—ugly chunks of stone, pieces of flint, rusty fragments of iron, and other odds and ends, which looked more to me like the pickings of a rubbish heap than anything else. But the discoverer of these treasures knew them all, just as if he had been head apprentice to the ancient small arms factory where they were turned out. For two long, weary, dreary hours we handled these items and listened to the presumed history of each. I have never listened to an archaeological companion since.

On the whole I think a preferable companion is the naturalist, who goes probing about under hedges and in ditches, or who

is even not averse to stirring up the stinking waters of a stagnant pool, but with this type it is essential to bargain for a separate room at night in case some creepy abomination should escape from custody. I knew a man of this kind whose pet hobby was butterflies and moths, and who would leave his bicycle in charge of his companion while he went in chase of a specimen. Sometimes the specimen was wily, and would not be caught until my worthy enthusiast had crossed fields and ditches and hopelessly lost his bearings. It would sometimes be some hours before he found his way back, and as he expected his attendant—his nephew, by the way, who also

had expectations—to remain on guard till his return, that young man's lot was hardly a happy one. One day uncle didn't come back at all, which so incensed the nephew that he struck, and was, I believe, cut off with a case of butterflies. When a young naturalist is in question, therefore, I think it advisable to firmly but politely decline to be custodian of the bicycle during a specimen hunt, or you may find yourself involved in conveying a spare bicycle home or, as an alternative, leaving it to take its chances in a ditch. On starting this paper I had intended to say something about the photographic object, but my pen has run away with me, so that I must leave this

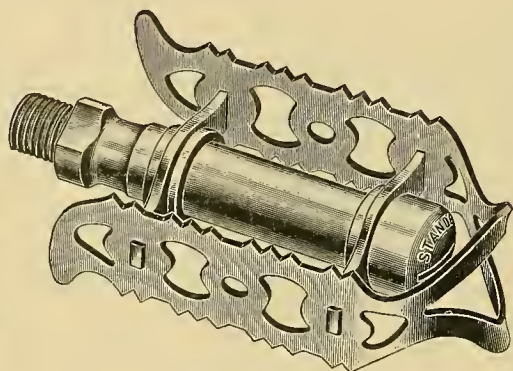
portion of my topic alone. Indeed, I think the photographic cyclist, or cycling photographer, is too important a personage to receive less than a special paper to himself, which I hope to give him shortly. It will be seen that as a class the tourist with an object differs materially from the sight-seer, with whom I dealt recently. The former limits himself to the narrowest of grooves; the latter enjoys a broad catholicity of taste which takes in everything; the one specialises and becomes a wonder of erudition on one particular subject; the other tastes all round, and ends by being bored. On the whole, I think the man with an object is the wiser of the two."

PEDALS AND SPOKES

FOR EVERY MANUFACTURER WHO PRODUCES BICYCLES

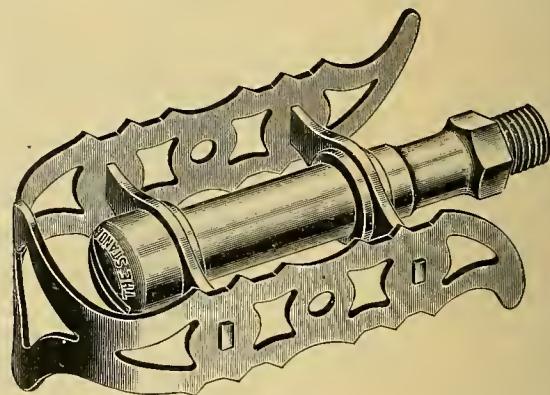
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Sells or Rides Them.



STANDARD JUVENILE NO. 2.

They are Pedals
and Spokes of the
Right Sort, too.



STANDARD NO. 1 RAT TRAP.

DIAMOND E SPOKES

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THE STANDARD WELDING CO., CLEVELAND

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LIII.

New York, U. S. A., Saturday, September 22, 1906.

No. 26

TWO MORE POINTS SETTLED

Patent Office Cuts More Knots in Long Fought Coaster Brake Fight.

In the apparently interminable interference proceedings of Townsend vs. Copeland vs. Robinson, who stand respectively for the New Departure, Pope and Morrow coaster brake interests, United States Patent Commissioner Allen has just promulgated his decision on an appeal by Robinson from the Examiner of Interferences refusing to transmit to the Primary Examiner two motions to amend his application.

Robinson's motions were in substance as follows:

(1) That he be permitted to amend his application by inserting therein two claims which were the issue of a prior interference between Townsend and Copeland.

(2) That he be permitted to amend his application by adding thereto three claims which he alleges are patentable and readable upon the applications of all three parties and that these claims be made additional counts of the present interference or that a new interference be declared between the parties to the present interference upon these claims.

Commissioner Allen ruled as follows:

"As to the first motion, it appears from a decision of the Primary Examiner rendered in this interference that Copeland cannot make the proposed claims. These claims cannot, therefore, be included in this interference, and for this reason the transmission of the motion was properly denied.

"As to the second motion, it is to be noted that the transmission thereof does not appear to be seriously opposed by the other parties. Copeland and Townsend have presented motions to amend the issue. In view of these facts and the fact that no testimony has yet been taken this motion should be transmitted.

"The decision of the Examiner of Interferences is affirmed as to the first motion and reversed as to the second motion."

Big Business Follows 'Frisco's Calamity.

L. H. Bill, of L. H. & B. I. Bill, the San Francisco manufacturers' agents, was in New York this week and from what he said it is evident that the ill wind which brought such fearful disaster to his city, carried some great good in its train. Mr. Bill stated that there is practically no line of industry which is not booming with a tremendous boom. When asked the condition of his firm's business—the firm handles Kokomo tires, Solar lamps and Diamond chains, among other things—he replied enthusiastically:

"It's grand—its booming. Why, during the dull months of July and August our sales to dealers over the counter were in excess of \$4,300 and \$5,000, respectively. Previously, there never had been a time when our counter business exceeded \$3,000 per month. Everything else is in the same proportion. Everyone handling bicycles is doing uncommonly well and these conditions apply not merely to San Francisco, but to the Pacific coast, generally. One of the best features of the situation is that the demand is for good goods. The cheap and nasty articles are the only ones that are not selling.

"The cause? Well, the settlement of insurance and the rebuilding operations has brought a great influx of money and practically no man is idle who wishes to work. High wages are being paid and the wage-earners are spending it and for goods of the right sort."

W. L. Loos, of J. T. Bill & Co., Los Angeles, and Mr. Newton, of the Pacific Rubber Co., also are in the East and they fully confirm the statements made by the San Francisco man.

Coaster Brake Makers Incorporate.

The Buffalo Metal Goods Co., which manufactures the Atherton Coaster brake, was this week incorporated under New York laws, with \$10,000 capital. F. C. Atherton, S. McDougall and W. F. Emerson are named as the incorporators.

WHAT WAS DONE AT DETROIT

Among Other Things, Makers' Associations Finally Settle on Plans for Publicity.

The first meeting of the Cycle Manufacturers' Association since the Atlantic City convention, was held at the Cadillac Hotel, Detroit, Mich., Wednesday last, 19th inst.

Calling the meeting in that city and in the very heart of the automobile industry, was a happy thought as it conveyed to a large number of former bicyclists, who are now connected with the newer trade, the fact that the bicycle business is still a good, live, growing establishment. A number of automobile manufacturers and tradesmen who dropped into the hotel during the meeting expressed themselves as astonished at the interest displayed and at the spirit of coöperation shown among the manufacturers with a view to furthering their respective businesses in a mutually satisfactory manner. "It was not like this in the olden days," hummed one of the former bicycle men.

In the absence of President Pierce, the chair was occupied by Fred I. Johnson.

The chief work of the meeting was the selection by the joint committee on publicity of a director for the Publicity Bureau to succeed Frank A. Egan, of New York, who previously had been chosen, but who found it necessary to retire. H. W. Porter, of Toledo, Ohio, was on the ground and after weighing his qualifications, he was duly engaged and will at once establish offices in Toledo. Mr. Porter realizes the magnitude and importance of the undertaking and will devote himself wholly to the work. Incidentally, F. C. Finkenstaedt was appointed a member of the C. M. A. publicity committee to succeed F. E. Southard.

Among the important business transacted was the transfer of membership of The George N. Pierce Company to the Pierce Cycle Company. Percy Pierce, the new

president of the company, was among those present and did not long remain a stranger.

F. P. Kennan, of Portland, Oregon, and the Alling Rubber Company, who operate several stores in Connecticut, were added to the jobbers' list.

All of the manufacturers present expressed themselves as highly gratified with the outlook for business in 1907, and encouraging contracts were reported closed with most of the prominent Western jobbers. It was conceded that the matter of prompt deliveries is likely to be a serious factor next season. One manufacturer stated that raw material which he expected to receive last spring has not yet reached his factory, in fact, the problem of obtaining material is far more serious than is generally supposed.

Among those present were F. I. Johnson, Iver Johnson Arms & Cycle Works; F. C. Gilbert and J. F. Cox, Pope Mfg. Co.; I. Schwinn, Arnold, Schwinn & Co.; W. F. McGuire and E. E. Buffum, Consolidated Mfg. Co.; F. C. Robie, Excelsior Supply Co.; J. F. Vogel, Gendron Wheel Co.; E. J. Lonn, Great Western Mfg. Co.; Harry Walburg, Miami Cycle & Mfg. Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; Percy Pierce, Pierce Cycle Co.; W. F. Remppis, Reading Cycle Mfg. Co.; M. Crosby, Toledo Metal Wheel Co., and D. P. Harris.

As is customary, the Cycle Parts and Accessory Association held its meeting at the same time and place—but in another room, of course—as the Cycle Manufacturers' Association, at the Cadillac Hotel, Detroit, Mich., on Wednesday last, 19th inst. It was well attended and considerable interest was manifested in a discussion of existing conditions. The year had been a prosperous one and it was conservatively estimated that orders for material and accessories for 1907 delivery would rule from ten to fifteen per cent. larger than in 1906.

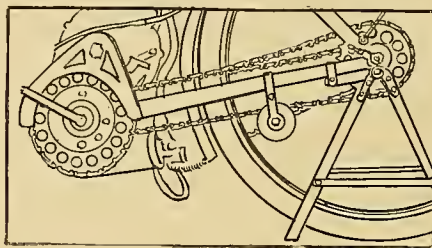
President William H. Crosby occupied the chair, and in the absence of H. S. White, who was detained at home by an accident sustained by his wife, Ralph D. Webster acted as secretary.

One new member was elected, the Union Manufacturing and Specialty Company, Buffalo, N. Y., which was represented by Charles R. Hatch.

Among those present were W. H. Crosby, The Crosby Co.; Charles A. Persons, The Persons Mfg. Co.; Otis Cook, International Rubber Co.; H. C. Robison, Corbin Screw Corporation; F. J. Waters, Chicago Handle Bar Co.; C. J. Iven, C. J. Iven Co.; C. E. Weaver, Kelly Handle Bar Co.; R. D. Webster, Eclipse Machine Co.; W. S. Gorton, Standard Welding Co.; E. H. Broadwell, Fisk Rubber Co.; W. H. Hoagland, New Departure Mfg. Co.; D. S. Troxel, Troxel Mfg. Co.; W. B. Post, Billings & Spencer Co.; F. W. Walters, Pennsylvania Rubber Co.; J. B. Tucker, Mutual Rim Co.; C. K. Anderson and G. G. Brandenburg, Chicago.

For the Slack in Chains.

That the motorcycle or bicycle chain that will not stretch represents a condition and not a theory has been recognized by many riders and by at least one motorcyclist who has set out to overcome it. He is A. C. Mount, of Elizabeth, N. J. To take care of the slack in the driving chain, he has devised the adjustable idler shown by the accompanying illustration and which is being marketed by F. A. Baker & Co., of New York. Although shown slightly to the rear of being midway between the two sprockets, it may be clamped at any point along the length of the lower rear fork of the machine. It consists of a substantially proportioned fibre and therefore noiseless



wheel running on ball bearings while its support has a swivel bearing in order to insure proper alignment with the chain at all times. By means of a small slot, it is also adjustable vertically, so that any desired amount of slack may be taken up. This idler has been already put to considerable practical use and has given a good account of itself.

The Cashing of Checks.

It pays to be accommodating always, but there are times when it is well to first consider to which of two conflicting interests the courtesy of an accommodation is first due. The convenience of our customers and business associates should not be allowed to suffer seriously for the sake of complying with the promiscuous requests of strangers, or even of acquaintances with whose commercial standing we may be familiar but who are not customers in any sense of the word, remarks a contemporary.

Country stores in particular, where banking facilities are meager or wanting, are apt to be bombarded with requests for the cashing of checks. Where the responsibility of all parties is well known there may be no objection in this so long as the dealer is careful not to let his stock of change run low enough to disturb his own transactions with his customers; such a course would not only inconvenience himself but would be robbing them of a courtesy to which they are first entitled in preference to a stranger.

It is not enough that more funds are expected in soon, either from some debtor or even from the bank. Wait till it comes. Something may delay it and one cannot do business on expectations. If the holder of the check is willing to wait until the expected funds arrive, then it is all right to

cash it for him; if not, let him go elsewhere. Your first obligation is to the people who come in to buy goods and it is your place to first guard their convenience.

Make it a rule and stick to it to cash no checks that will reduce your cash on hand below some fixed point that business experience has shown you to be a safe margin. Some dealers fix this at a certain sum; others at a certain percentage of the average daily business done the week before. One dealer in a small country village in a thriving community recently told the writer he never dared get below \$50 in change. This figure would be ridiculously low for some dealers; for others it might represent the sum total of several days cash business. No fixed rule for all dealers would be possible, but each should fix one for himself from his personal knowledge of his own business and should then stand by that rule.

Here's the Cycle Ambulance.

Evidently there must be considerable demand for cycle ambulances in Great Britain, as a company has recently been formed with the sole intention of producing and marketing these vehicles—the New Patent Cycle Ambulance Company, of Manchester. It is exploiting a line of machines for the purpose of transporting the sick and wounded, which are made in tandem or "sociable" form, and are propelled either by leg or motor power and which possibly might find a field of usefulness in some of the smaller cities. It is scarcely probable, however, that the manufacturers will make enough money to burn it.

The sociable type consists essentially of a pair of bicycles arranged side by side and coupled by a substantial frame, between them, supported from either side being the cot upon which the patient is to rest. The latter consists of a tubular frame mounting an ordinary canvas cot, the rear portion where the head of the patient is to be, being covered by an elaborate replica of the hood of a baby-carriage. Except for the transverse framing, and one other feature, the two bicycles are complete and independent, both of the riders, one of whom is intended to be the physician and the other an attendant, being obliged to pedal. A peculiar feature of the contrivance, however, is that but one of the riders is permitted to steer, the attendant in this way being given full control of the guidance of the machine, while the physician may, if necessary, have both hands free to attend to the patient.

Among the advantages claimed for these vehicles are the following points:

"They allow a speed of transit equal to, if not greater than, the horse ambulance; do away with the need of a horse, and thus greatly reduce the cost of upkeep; are much cheaper than the horse ambulance; and allow of the injured being attended to whilst the ambulance is in motion without impeding its progress."

OVERHEATING THE ENGINE

Damage That is Done and How to Avoid it—Role of Change-Gears.

Although overheating of the engine on hills is a trouble that nowadays seldom overtakes motor bicycles of the better class, it is by no means an unknown complaint, and it is one which many unfortunate riders would give a good many old shoes to be well rid of. Persistent tendencies on the part of the motor to run hot under any excessive conditions of use, are usually attributable to some minor derangement or other, and as such, are a well worn topic of discussion. The natural tendency to heat up on hills or when running slowly through heavy tracks, however, need not be caused by any conditions of internal disorder, and that being the case, prove to be something of a mystery to many an inexperienced rider.

That the engine should tend to heat more when running slowly, as on a hill, than when running at high speed and propelling the mount at a much better gait, is something that, however common a phenomenon it may actually be, never fails to arouse the wonder of the rider to whom the gasoline motor is more or less of an unknown quantity. Indeed, to quote from an experienced authority on the subject:

"It seems, on first thoughts, paradoxical that an engine should overheat when it is working more slowly, as it does uphill, in which case, of course, there are fewer explosions, and therefore the total heat generated must be less per minute. It is also evident that this lessening of the heat developed proceeds exactly at the same rate as the diminution of the current of cooling air. Why then, does the cylinder get hotter, as we know it does?"

"Let us consider for a moment the use of an ordinary pneumatic tire inflator; it may help us to see the ultimate cause of overheating. If we work the inflator idly and unattached to the tire valve for, say, one hundred strokes, the inflator remains cool, but if we are pumping up a tire we notice how much harder the work becomes during the later strokes, because the air has to be greatly compressed before it has sufficient energy to force open the valve and press back the air already in the tire. Now, this extra work or energy expended in compressing the air, which must be noticeable to all when inflating tires, heats the air in the inflator at the end nearest to the tire, and this heated air in turn causes the inflator itself to become heated at that end.

"Very much the same thing occurs during the explosion stroke of the gasoline engine, when the machine is traveling uphill, as during the last strokes of the inflator. The hot compressed and exploded gases are expanding in the cylinder against a greater resistance due to the up-gradient; conse-

quently greater energy is taken out of these gases, as they have to do more work whilst inside the cylinder in order to force down the piston against an increased resistance.

"This increased work done affects not only the piston, which therefore moves more slowly, but also affects the cylinder walls, which are longer in contact with the hot gases, and so become hotter. This extra work done on the piston has, then, directly caused the overheating of both piston and cylinder walls, so that overloading an engine causes it to overheat.

"Now, overheating produces, mainly, two bad secondary results: (1) It rarifies and diminishes the incoming charge of gas, causing weaker explosions and loss of power. (2) It weakens the hold of the oil film on the piston and rings, allowing hot gases to leak into the crank case, with further loss of power, and consequent heating of the crank case.

"These losses take place just when more power is required. This main defect of loss of power is not infrequently accompanied by others, such as the head of the exhaust valve being burnt off its stem in time; weakening of the valve springs, causing a leak through slow closing of valves; decomposition of the oil; and cracking of the sparking plug insulation."

It is evident, then, that to obviate any tendency to overheat which arises not from any inherent weakness of the motor, but rather from its own inability to carry its load economically at low speeds, which is what the thing really amounts to, one of three things must be done. That is to say, either the normal power of the motor must be increased, so that the reduction of its speed shall hamper it less; the load must be decreased by lightening the mount, or reducing the frictional losses in transmission and bearings; or else some method of altering the gear ratio must be adopted, as is done with motor cars, so that the motor may be run at fairly constant speed at all times, while the speed of the machine is varied, and the mechanical advantage of the drive varied up or down as the case may be.

As to the first of these possible ways out of the dilemma, it is evident that the general tendency toward a slight increase in power, and also the gradual growth in popularity of the two-cylinder motor, must be a step in the right direction. This probably accounts largely for the fact that complaints of overheating and other kindred troubles due to hill climbing are less frequently heard than formerly. As far as this alone is concerned, the greater the power in proportion to the size of the machine, the less will be the user's difficulties under stress of heavy road conditions. Yet, on the other hand, the increasing of the power involves an increase in the size and weight of the motor and of the entire machine, which introduces other considerations, many of which are distinctly unfavorable to the continued increase of power beyond a certain point. Multi-cylinder construc-

tion has in addition to its many advantages, the drawback of greater complication which militates largely against it. And the whole question of increased horsepower, whether from one or four cylinders, involves an increase in weight which establishes a move away from the keynote of the motorcycle's popularity, past and future, that is to say, its lightness and handiness.

The cutting down of the weight of the machine with the same end in view, cannot be regarded with complacency by the experienced cyclist. "Motor assisted" bicycles and the like are fine in fancy, but under the rigorous conditions of American traffic upon American roads, they are not a pleasant subject even for the most sane experimentation, to say nothing of casual use by the not over-cautious, every-day man. Hence, since it appears that neither of these suggested expedients will prove of good avail in the long run, as applied to machines in general and well within the limits of the good practice of the day in other respects, the other alternative must be turned to unless an unpleasantly radical alteration in design is to be contemplated.

With the automobile, the use of the change-speed gear has from the very beginning, seemed an absolute necessity. It has been cast out from the plant of the motor bicycle maker, largely because of its unavoidable increase in the number of parts and slight increase in weight on the mount, rather than because of any inherent weakness or because it is in any way difficult of adaptation. On the contrary, it could be applied, and is, on many foreign machines, with as great facility as marks its adaptation to the pedal machine. Moreover, besides furnishing a means of relieving the work of the engine on hills and rough ground, it enables the rider to travel at reduced speed whenever it is desirable, without having to cut down the gas, or otherwise reduce the activity of the motor and thus deprive it of its efficiency for the time being.

Of course, for general work, there is no need of employing more than two speeds, and that being the case, the mechanism can be of the simplest possible description, mounted conveniently either at the motor or in the rear hub, where it will take but little room, and will not interfere with the action of the mount on the road in any possible manner. The two-speed gear is frequently advocated as a matter of convenience, to the rider. But where this fails, the argument that it effects a saving for the motor, insuring for it less arduous service under adverse conditions, thereby prolonging its life and increasing its serviceability to the user, should come in for more serious treatment.

It is said that accumulations in the fine passages of acetylene burners may be cleansed by dipping them in liquor potasse to loosen the particles, and then rinsing them with gasoline.

A Demonstration of Our Claims of Durability of the National

A few days ago we received from one of our old customers a National, which he had sold in 1896, and which had been in continuous service ever since.

He sent it to us as a sample of National durability.

After it had been ridden over 17,000 miles, its owner decided to try for the 300 and 400 mile records, and succeeded in breaking both of them.

This bicycle has been ridden over 50,000 miles and contains the bearings which were sent out in it originally.

The cups and cones to-day are as bright and free from blemish as when new.

It's good for another 50,000 miles, but we will keep it as tangible evidence of results from using good materials.

There are thousands of Nationals just like this one.

Nationals to-day are made from the same quality of materials.

We have always been believers in good bicycles, and as every machine we make carries our trade mark, we cannot afford to cheapen their construction.

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THE FISK RUBBER CO., Chicopee Falls, Mass.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 22, 1906.

"We cannot say too much for the efficiency of our few lines of advertising in the Bicycling World's 'For Sale' column. For proof: yesterday's mail brought us seven inquiries, as follows: New York City, 2; Chicago, 1; Guthrie, Okla., 1; Pine Bluff, Ark., 1; Pemberton, Ohio, 1; Wolcott, N. Y., 1. Through our follow-up system we hope to be able to turn some of these to good account."—Tiger Cycle Works Co., New York City.

The Lubrication of Motorcycles.

If it has not already occurred to them and if efforts are not already making in that direction, there is one improvement that should claim the earnest attention of motorcycle manufacturers, i. e.: the betterment of the means of lubricating the motor; not that the systems in vogue do not fulfill their mission, but that, with a very few exceptions, the fulfilment entails undesirable delay and inconvenience.

Generally speaking, the present means of lubrication require either that the rider dismount or, if he would avoid a dismount, that he resort to guess work and acrobatic performance to get a charge of oil into his engine. Guesswork lubrication invites injury to the engine and dismounting is

frequently an aggravation. For if there is anything more unpleasant or more aggravating than to be compelled to drop behind one's companions or to request them to slow up or to stop while the lubricating is being done, it is difficult to imagine what it is. It is a practice that has a bad effect on the public mind, too. The remark, "I often see them tinkering with their machines at the side of the road," is not uncommon. And in very many of such instances, the "tinkering" consists of nothing worse than waiting for an oil cup to fill or for the oil to run into the motor. The great green public is not wise to the fact and its wrong conclusion and the bad impression created is not to be wondered at.

There is every reason, therefore, why motorcycle manufacturers should apply themselves to the improving of their machines in this respect. "Oiled from the saddle," can be made an appealing talking point and it is one that every man who ever rode a motorcycle will appreciate. It should be a feature of all machines and is one toward which inventive ingenuity should be turned. If, with the "oiling from the saddle," sight feed can be arranged, it will serve other interests and avoid guesswork and to the convenience and also to the peace of mind of the careful rider.

Little Things That Help Sales.

While it is relatively true that there are as many different classes of salesmen and dealers as there are varieties of wares to be bartered in the marts of the world, it also is true that there is a much smaller percentage of really successful merchants, than of merchantable goods. For the true merchant must first of all be possessed of the inborn faculty of the salesman, be he clerk or proprietor, and, as a matter of fact, success of the highest and best order awaits him only who not simply gets rid of the goods, but so befriends his customers as to enroll them among his staunchest allies and personal friends.

There are many ways in which this faculty manifests itself aside from the display of courtesy and suavity, which is a rudiment of the art. And perhaps the best development of it is in that wonderful ability to gauge the purchaser and treat him in a way best suited to his tastes according to the indications of an instant's expenditure of character reading. Few salesmen have this faculty, fewer still know how to apply it to the best possible advantage. Yet when

it is found in its highest form, is found a good merchant, either behind the counter, on the road or in the counting room.

But in addition to according him the reception best calculated to reach his heart, the successful salesman must understand the customer's needs, assume his point of view, and from that starting point, develop his trade as though he were the agent of the customer quite as much as the agent of the house. And here is the rock upon which many otherwise fit and able men, stumble and fall. Their attitude is too much that of the showman, the mere exhibitor of curiosities, or else too acute and eager. The buyer is led to feel a certain distrust in the deal, which cannot wholly be dispelled even if he is thoroughly well acquainted with the goods and has perfect confidence in the house. The salesman must actually feel an interest, unfeigned and genuine, in the wants of the other for the time being, must strive to please him in every possible way, and having accommodated him to the limit of his powers in the simple line of trade, must go further and anticipate his degree of satisfaction in applying the purchase to his work or play.

Thus, a word of caution as to the possible evil results of this or that practice which might naturally follow the sale, often proves of the greatest benefit all around, both in establishing the confidence of the buyer in the house and the salesman, and in tending to furnish him with the best possible service out of the article he has bought. If it be a tire, tell him not to twist it in applying it, or not to pinch the inner tube. Give him a hint as to methods of repair, or show him a kink or two as to good use on the road, or winter storage. If it be a lamp, tell him how to keep it clean, and how to get the best service out of it. Tell him, if possible, something he does not already know—and there comes the value of the ability to read character at a glance—but whatever it be, make him feel that it is the advice of a disinterested but well-informed friend, and he will be sure to come again. And then, even if he only comes for more good advice, as frequently happens, a hold on him will have been secured better even and more lasting than that of the bargain counter or the discount fiend.

Treatment of the sort is in the nature of earning good will and no man in any line of business can earn too much of it since good will leads to profit.

CONCERNING CHANGEABLE GEARS

Sturmey Dips into the Subject and Offers
Opinions—The Proper Ratios.

With the growing favoritism of the two-speed gear in this country, is coming to the front a secondary consideration as to the method of choosing ratios, and the manner in which they shall be arranged, that is to say, whether the higher gear fixed upon shall be the one to which the rider has been accustomed, or one giving a greater reduction, and vice versa. The question is so new here, that a bit of wisdom from across the pond, where two and even three-speed change gears are entertained in high esteem, should prove of value to the bicycle rider about to adopt a variable gear. On this subject, Henry Sturmey, the veteran cyclist and writer, has expressed himself quite at length, covering the ground very fully. In this quotation, he confines himself solely to discussing whether the alternate gear should be above or below the normal, and showing why opinions differ on this point.

"Some men, particularly those who are always athletically fit, say that they can climb any hill they come across with their single gear, therefore they have no need for a low or hill-climbing gear," he says. "With such I will not argue. I have been there myself, and I know that when one is fit it is rather a joy than otherwise to try and surmount a hill by sheer muscular effort, however stiff the gradient may be. But the value of a speed variation to such individuals lies not in the rendering of hill-climbing easier, but in the lighter work of speed travel, and the higher speed-rate attainable under favorable conditions. I do not fancy you see many men pace following on the track with a 70-inch gear, yet there are times and places where the conditions in road riding are almost as favorable for speed work as riding behind a pacing instrument on the path. I refer more particularly to those times when you have a howling gale behind you, on a long, straight, smooth road, falling steadily for a mile or two. The speed rider would think no more of free-wheeling down such a slope as I have indicated, or of putting in frequent spells of intermittent free-wheel work on the level, than he would think of flying—and then he finds that, although he is putting his feet around as fast as he can do it, the work is surprisingly easy, and if he could get his legs round faster he would. This is where the speed multiplying gear is a wonderful help and a great enjoyment when conditions are favorable. I have frequently heard it urged that the cyclist has no need for a multiplying gear because, when the work is easy, as in going down hill, he free-wheels. But this is a mistake. It is true he does free-wheel if it is a real hill he is going down, that is if the gradient is steep enough for him to keep up at least

the pace he has been traveling at on the level, but generally he likes to go faster, and then the rapid pedalling becomes irksome. There are lots of other conditions, too, as when the down grade is but slight and with the wind behind and the road good, when he would travel much faster than he does, but for the exertion of getting his feet round, if he attempts it, it quickly 'blows' him, unless his lungs are accustomed to it. Here the big gear comes in. Who that has ever tried a really high gear—say an 86-inch or 90-inch gear with a 7-inch crank—but has not been delighted with it for the first few miles, or until the rising gradient or adverse conditions have shown him the hard work it then takes to drive it? All these points are in favor of the gearing up device, and where this device is adopted I think it will usually be found that it will be best to gear the machine on the normal to the same gearing as the rider is accustomed to use with his single gear.

"But the majority of gears on the market give a normal top and a speed reduction and are what may be more particularly described as 'hill-climbing' gears. They are for use when the exertion of climbing a hill becomes excessive, or irksome to the rider. And I think this class of gear will be the one which will appeal to the great majority of cyclists, because we must admit that the number of riders who are athletically fit is less than that of those who are not. It is to the man or woman who cycles spasmodically, or who cycles regularly for pure enjoyment of scenery and surroundings and fresh air, rather than for strong exercise, that the two-speed hill-climbing gear appeals. Let anyone keep his eyes open on a cycle-frequented road, and at every little rise he comes to he will find, if there are many cyclists about, one or more walking up it, and the steeper the hill encountered the less will be the proportion of those who keep in the saddle to the top. This will show what a large proportion of riders object to exerting themselves sufficiently to tug their way to the top, and prefer to walk. They do not walk the hill because they prefer walking, but because the exertion of riding it is greater than they are capable of. Now here the low gear comes in. If used properly, and brought into operation only when the work begins to pall upon the rider, and he or she would otherwise dismount, it will be found that—keeping the same rate of pedalling and the same amount of force in the thrust—the gradient can be surmounted without distress, and of course at a much faster rate, and with less actual exertion than had the rider walked. To such therefore whose chief desire is ease of travel under all conditions, the speed-reducing gear will doubtless appeal, and in practice it will be found that for those who are not accustomed to walking little hills, the most advantageous way of gearing will be to adopt a normal gear which is somewhat higher than the

fixed gear they have previously used, that is to say, to get the two gears about equally above and below the fixed gear to which one has been accustomed. This I take it will appeal to the largest number, for it gives them easier running under favorable conditions and easier riding under unfavorable conditions, but to those weaker members of the craft who are 'always tired' and who walk at the slightest provocation, I would say that their needs will be better served by gearing the normal to the same as they use with a fixed gearing, so as to get a lower gear, and consequently easier work, when hills have to be encountered.

* * * * *

"On the subject which has been considerably discussed before now, viz., the proportion of the ratios, that is to say, as to whether the speed reduction or multiplication should be 10 per cent., or 15 per cent., or 25 per cent., or 30 per cent., or even higher, I have only to say this: that a two-speed gear which will give but 10 per cent. or 15 per cent. difference in speed ratio, gives so little real benefit to the rider that it is not worth carrying."

To Make the Motor Start Easily.

This is the time of the year when the new motorcyclist "pedals his head off" in attempting to start his machine while the wise one never sallies forth without a small squirt can full of kerosene in his pocket or in the tool bag. With the advent of the first touch of cold weather the lubricating oil stiffens up and makes starting a strenuous job by the ordinary method, but things are rendered easy if a little kerosene is injected into the cylinder through the spark plug opening. The kerosene loosens the "gummed" oil in no time at all and when that fluid is not available, gasoline, although less desirable for the purpose, will serve the purpose as efficiently and as quickly.

Pope Postpones New Motorcycle.

Although the Pope Mfg. Co. had decided to prosecute work on its new model motor bicycle, the decision has been altered and the new machine will not be marketed during 1907. It was discovered that the Pope plants would be so rushed in all departments that the motorcycle could not be given the attention and "swing" it merits.

"Stitch" that Saves Tires.

If a tire begins to bulge where the canvass is weakened, the stitch in time which is "threaded" by applying a "gaiter" or winding it with a few turns of tape to prevent its extending, will save not simply the proverbial nine, but frequently the entire cost of a new shoe.

No matter how much mud there may be on the outside of a motor, it will run uninterruptedly so long as it is clean internally, which aptly recalls the biblical quotation about the cup and the platter.

MORTON A THREE-PLY CHAMPION

Takes Three of the Four Titles at Canadian Meet—One Bad Spill.

Before a great array of cycling enthusiasts the Canadian Wheelmen's Association Dominion championships were run off at the Toronto exhibition grounds on Saturday afternoon, 9th inst. "Doc" Morton, the old war horse of the Queen City Bicycle Club, more than sustained his reputation, which dates back so many seasons that it has become a matter of history, by winning successively the half-mile, one mile and five mile Dominion championships and crowding T. B. Mitchell and H. L. Young so closely at the finish of the two mile handicap that not more than an eyelash separated the trio.

The Toronto boys showed up in a style that practically shut out all outsiders for places at all, although one new star came into prominence, in the person of D. Eizerman, from Mitchell, of the Stratford B. C. He captured the gilded trophies for the one mile novice and the one-half mile 1:25 class, while the names of T. Thompson, of Hamilton, W. J. Armstrong, of Iroquois, F. R. McCarthy, of Stratford, W. Clark, of Hamilton, and H. Skerrett, of Hamilton, appear among the winners of second and third places in numerous heats.

In the beginning of the first heat for the half-mile Dominion championship the spectators experienced a thrill when four men came together as they were rounding the northwest corner. The accident was due to W. Andrews, of Toronto, crowding H. L. Young into the fence, the latter falling and bringing down the bunch with him. All four were allowed to enter the second heat.

The one-mile championship final was exciting. The twelve sprinters clung to each other tenaciously, and both laps were a struggle until the riders entered the home stretch, where four men simultaneously moved up to the lead, with a fifth driving the nose of his wheel between the two pole men. The fifth was "Doc" Morton, and he won the race in the last 25 yards by a sprint that fairly lifted his machine off the ground. He certainly made a hit with the spectators, who applauded him in great style. The summaries:

Quarter-mile championship—First heat won by S. Young, Toronto; second, W. Anderson, Toronto; third, F. R. McCarthy, Stratford. Time, 0:34. Second heat won by W. Andrews, Toronto; second, W. J. Armstrong, Iroquois; third, H. McDonald, Toronto. Time, 0:35. Final heat won by Andrews; second, Young; third, McDonald. Time, 0:33.

One mile novice—First heat won by W. Rogers; second, C. W. Nashby; third, E. Ball. Time, 2:27. Second heat won by D. Erzman; second, T. Thompson; third, G. Young. Time, 2:27. Final heat won by

D. Erzman; second, Rogers; third, Skerrett. Time, 2:39½.

Half-mile championship—First heat won by W. Andrews, Toronto; second, S. Young; third, H. McDonald. Time, 1:20. Second heat won by W. Morton, Toronto; second, W. Anderson; third, W. Clark. Time, 1:13. Final heat won by W. Morton; second, Andrews; third, McDonald. Time, 1:13.

One mile championship—Won by W. Morton; second, W. Andrews; third, H. McDonald. Time, 2:26½.

Half mile, 1:25 class—Won by D. Erzman; second, T. Thompson; third, B. T. Mitchell. Time, 1:12½.

One mile, 2:50 class—First heat won by M. L. Woodley; second, D. Erzman; third, W. Rogers. Time, 2:29. Second heat won by B. Mitchell; second, T. Thompson; third, H. Skerrett. Time, 2:40. Final heat won by Erzman; second, Mitchell; third, Woodley. Time, 2:36.

Five mile championship—Won by W. Morton; second, W. Clark; third, S. Young. Time, 13:53.

Two mile handicap—Won by B. Mitchell; second, H. L. Young; third, W. Morton; fourth, H. McDonald; fifth, W. Andrews. Time, 4:42.

Kramer to Try Pace-Following.

National Champion Frank L. Kramer, of East Orange, N. J., returned from a short visit to his old home in Evansville, Ind., to where he went after leaving Salt Lake City, and he was one of the interested spectators at the Vailsburg races last Sunday. Upon being told that professional sprint races are a thing of the past at Vailsburg, Kramer said he would take up pace-following and he is booked to ride an exhibition at the track to-morrow, appearing in a race the following week. He expressed himself as being delighted with his trip to Salt Lake City, returning about \$2,100 richer. "No better nor fairer treatment could have been expected," said the champion, "than that given me by the Mormon bicycle fans. They treated me very cordially even before the match between Lawson and myself, and after the thing was settled, they were nicer than ever. If Lawson had not made a fool of himself and thrown up the sponge in the first match he would have beaten me three straight. I had not become acclimated and had to keep chewing gum all the time to keep my mouth moist. I also had trouble in breathing. After I had gotten used to the altitude, well—the summary showed the result," he concluded with a mile.

Dan Brandt, riding from 15 yards, won the two mile bicycle handicap that formed a feature of the annual games of the Brooklyn Young Men's Christian Association, held at Adelphi Field, that city, on Saturday last, 15th inst. W. Storer, from 40 yards, finished second, and Thomas Hanon, scratch man, was third. Time, 6:00¼.

SALT LAKE SAUCER CLOSED

Rain Shortens its Most Successful Season—Twenty-four-Hour Race Declared Off.

Salt Lake City, Sept. 16.—The gates to the saucer track have been closed for the season. The rain of the past few days has made it quite evident that the evenings on which people like to sit out in the open air and watch riders sprint around the wooden bowl are at an end. Convinced of this fact, John M. Chapman, the track manager, announced last night that the twenty-four hour race which was to have started last Thursday, but was postponed until Monday night, would not be held. The season is over, Chapman states, and no one is to blame but Jupiter Pluvius.

The season just concluded will go down on record as the greatest racing year in the history of the historic saucer. Great crowds have flocked to Salt Palace night after night, filling the seats, overflowing into the arena until people had to be turned away at the gates. It has been a very prosperous one for the management and to John M. Chapman is due a great deal of credit for the manner in which he solved tangled problems that arose.

On the whole, the racing season has been one of the first water variety. Almost every meet has had its feature and it is doubtful if at any place in the world there was during the year such consistently good racing or so much enthusiasm shown by the spectators. But one or two meets have been monotonous, a good variety of events marking each. The professional handicap races have been especially interesting, doubly so where Lawson and McFarland had to exert themselves to the limit to win. Since the track opened on May 30th, fifteen world's records have been wiped from the slate and new figures substituted and of these seven are held by Iver Lawson; two by A. J. Clarke, the Australian; one by W. E. Samuelson, and five by the amateur, Jack Hume.

Atlanta Wants Motorcycle Cops.

If the efforts of the police commissioners of Atlanta, Ga., are crowned with success, it will not be long before a couple of motor bicycles will be installed in the service of the call department of the police force for the use of the men. It is realized that for long distance "hurry calls," the officers are at a great disadvantage owing to their weariness on reaching the point of call, due to their exertions in getting there. Hence, it is argued, were they enabled to travel with greater dispatch, not simply would they be more prompt in responding to demands, but also they would arrive at the scene of trouble in better shape to grasp any sort of contingency and handle it to advantage.

*Hudson**Hudson*

WHY?

Q Why are "Hudson" bicycles the most popular? Is it because they are equipped with D & J hanger? But why are the D & J hangers so popular? They have never been so extensively advertised as other hangers and their cost has been so high that other manufacturers use them only when compelled to.

A We are getting out a book entitled "Why" for fifty of the best answers to the above. We will send copy of the book entitled "Why" in connection with a souvenir that will come in handy.

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MITCHELL'S BICYCLE BOAT

It Floats, as the Pictures Prove—What it is Like and the Inventor's Ambitions.

Inventors may come and inventors may go but an idea seems to live on forever. Regardless of how many have given the same Heavenborn flight of genius tangible form in the past, only to realize in the end

most as long as the navigator remained in the saddle and their progress was good, bad or indifferent, according to the skill of their creators in adapting the means of land locomotion to those of the water.

And now that the motor bicycle has made its mark and became an established feature of everyday life, the bicycle motor boat, or the motor bicycle boat, which ever may be considered preferable, is about to make its appearance. One George Mit-

footlights. As yet, however, Mr. Mitchell has not reached the motor stage. He has built a bicycle boat of the conventional type and in the conventional manner—of an old bicycle frame, and the accompanying illustrations show both the machine and its inventor, in and out of the former's destined element. Mitchell's first notable essay in pedalling on water was duly described in the *Bicycling World*.

This forerunner of the motor bicycle boat measures eight feet over all by five feet beam and as the three wooden pontoons on which it floats are reversible fore and afters, its load water line is the same as its over all length. It tips the scales at 60 pounds and the bevel gearing arrangement shown actuates a 10-inch, three bladed propeller which constitutes the motive power—or rather the ultimate end of the latter's efforts as the motive power is really the rider himself. The remainder of its specifications may be taken in at a glance, for with the exception of the L-shaped addition to the lower strut of the diamond frame which had to be inserted, owing to the necessity for lengthening the frame, and the gas pipe braces aft, it is a bicycle minus its wheels. Provision is also made for a small leg of mutton sail, the mast for which is inserted in a tube attached to the head of the frame.

The present machine, like most inventor's models, is a home-made affair, but its power-driven successor is to be much larger and specially built of materials selected for the purpose, the boats being of aluminum. It will be equipped with a two or three



that it was far from embodying the fulfillment of their fond dreams, there always appear to be others who are willing to follow the same well-beaten track with its thorns and rough places, that leads on to disappointment.

The history of the bicycle boat is practical coeval with that of the safety bicycle itself and probably the only reason why there were not bicycle boats before that day is because the old ordinary did not lend itself more readily to things aquatic. Stored away in the government archives at the Capital there are many issues of the Patent Gazette of years gone by that bear mute witness to the one-time activity exercised by inventive genius in this direction. These weird looking creations were built from the frames and parts of discarded bicycles designed to navigate on terra-firma, under the delusion that it only needed the perfection of a craft of this type to make the bicycle boat as popular as its land equivalent.

They were tried on the smooth waters of lakes and rivers and, of course, they were a success, in their way. Even those least in sympathy with the hopes and ambitions of their creators did not expect to see these "pedalling ducks" go to the bottom—and they did not. They floated right side upper-



chell is its sponsor. He is a resident of New York and when not inventing bicycle boats he manipulates the "bum rocks" and other make believes that go to make up the landscapes and drawing rooms behind the

horsepower air-cooled motor of the type usually employed for motor bicycles. This will be mounted aft of the rider's seat and will probably drive the propeller by chain and sprockets, proper connections being

made with the cranks and pedals so that the engine may be started by pedalling. Of course, it will be equipped with a much larger propeller and its speed trials at the Sportsmen's Exhibition next spring where it is to be shown should add something to the gayety of nations.

All that aside, however, credit is certainly due to its builder for his achievements in navigating his novel craft. He first essayed a trial on the smooth waters of the Harlem above 138th street, but that proved tame sport. Most of his predecessors in the same line have done likewise—their bicycle boats having been tried out on the peaceful waters of inland lakes and ponds and have been considered a success without anything further. But this inventive stage carpenter was nothing if not daring, and he undertook no less a feat than the navigation of his frail craft down the Hudson, around the Battery, up the East River and into the Harlem through the maze of water traffic to be found on those busiest of aquatic lanes of commerce. How he fared amidst the wash of passing ferry-boats and river steamers and how he was compelled to abandon the trip at the Battery and consent to be rescued by the harbor police instead of drifting out to sea through the failure of the machinery, has already been outlined in these columns.

Later on, he essayed an even more daring feat—that of reviewing the assembled United States Navy in Long Island Sound, in company with President Roosevelt, on Labor Day. He was half way out to the Mayflower riding at anchor in Oyster Bay when the President's launch started for the same goal, but the weather man was not favorable and let loose a deluge of rain which, coupled with the choppy sea kicked up by the brisk wind somewhat discouraged inventive effort and he made for the nearest cover.

Odd Cause of Cyclist's Arrest.

The evils that may follow from departing from usual courses and customs abroad are illustrated in a story in the Yorkshire (England) Post. A Leeds cyclist had a puncture outside Tadcaster, and, dismounting, was accosted by a policeman, who noticed that the cyclist was wearing a military cape. As it happened, the wheelman had been a volunteer, and used this instead of the ordinary cape. But the officer of the law would have none of this story, declaring that the military cloak showed the cyclist to be a deserter from the garrison at York. So he marched the wayfarer off to jail, where he had to wait some time before a superior officer could be brought. That individual looked through the cyclist's credentials, and finally, in a great burst of magnanimity, remarked, "Be off about your business," and that was all the satisfaction he got.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. ***

TWELVE GET PERFECT SCORES

First Motorcycle Endurance Contest in the West a Success, Despite Police Activity.

Twelve of 23 participants earned perfect scores in the first motorcycle endurance contest ever run in the West—that conducted by the Chicago Motorcycle Club, under F. A. M. rules, on Saturday and Sunday last, 15th and 16th inst.

The "perfect twelve" and their mounts were as follows:

G. W. Lyon, Chicago, Harley-Davidson; Ralph Sporleder, Wauwatosa, Wis., Harley-Davidson; Edward Buffum, Toledo, Ohio, Yale-California; A. B. Coffman, Toledo, Ohio, Yale-California; S. J. Chubbuck, Toledo, Ohio, Yale-California; M. H. Mills, Kenosha, Wis., Armac; J. S. Woodworth, Chicago, Curtiss; J. A. Turner, Chicago, Landgraf; A. J. McCullum, Chicago, Armac; C. W. Van Sickle, Hammond, Ind., Indian; Charles Blankenheim, Whiting, Ind., Torpedo; D. D. Morin, Chicago, Merkel.

A cup had been offered for the best score but owing to the tie, medals will be awarded to the successful dozen.

The other starters were as follows: A. S. Thompson, Maywood, Ill., Rambler; A. B. Porter, La Salle, Ill., Manson; Walter Senz, Milwaukee, Wis., Merkel; W. Davidson, Milwaukee, Wis., Harley-Davidson; F. MacSchellinger, Harvard, Ill., Yale; R. D. Buell, Chicago, Clement-Bayard; G. H. Lovell, Chicago, Landgraf; W. L. Johnson, Chicago, Orient; E. Landgraf, Chicago, Landgraf; Jay E. Starr, Chicago, Landgraf; A. H. Jennings, Chicago, Landgraf.

The men were sent away from Chicago at half-minute intervals, the first man being given the word at exactly six o'clock a. m. All save the Toledo trio, Buffum, Chubbuck and Coffman, were new to the game, which fact, however, rather added to the interest of it. The course of 292 miles followed a rather criss-cross route which doubled on itself, but it proved a pleasant romp for the three Toledo riders. Their participation in the three strenuous national endurance contests of 1904, 1905 and 1906 had made them seasoned veterans and they demonstrated that even in such contests experience counts. They were free from flurry and anxiety and more than once were seated and calmly smoking at the roadside with time to spare when some of the novices were making work for themselves. The only "bad time" they experienced was when they were once stopped by the police; indeed, the activity of the police was a feature of the affair, one contender, G. H. Lovell, being "gathered in" at Humboldt Park for overspeeding. Others escaped with warnings. Nineteen of the contestants survived the first day's run of 143 miles from Chicago via Aurora, Elgin and Garfield Park to Waukegan, Ill., and, what is un-

usual, the twelve who finished the contest with perfect scores, were the only ones who reached Waukegan without demerit. Those who arrived at Waukegan with penalties were Porter, Senz, MacSchwellinger, Buell, Johnson and Landraf. Three others "died" enroute, viz.: Thompson and Starr, who did not reach the first control at Aurora, Davidson, who smashed his machine in endeavoring to avoid a collision with a coal cart, and Lovell, who was nabbed by the police.

The second day's route from Waukegan to Milwaukee, thence back to Waukegan and to Chicago entailed some travel through deep sand, but save for about 10 miles, side-paths helped to keep perfect the scores of the skillful dozen although it brought grief to and put two of the others out of the running.

The scoring was based on a schedule of from 15 to 12 miles per hour, each rider being furnished with a time card giving his schedule; 15 minutes "leeway" was allowed at each control, the penalties being 1 point per minute for tardy arrivals and 2 points per minute for "too previous" arrivals at controls. No repairs or replenishments were permitted within the controls.

As is the case with most first attempts, there were a few rough spots, but as a whole the contest was a thundering success which will do much to add to motorcycle interest in the West. The lion's share of the credit is due to Dr. S. W. Fahrney, president of the Chicago Motorcycle Club and chairman of the contest committee, who not only supervised the starting each day, but who, with I. R. Hall, secretary of the club and Western vice-president of the F. A. M., went over the course and kept an eye on the checking at the controls and on all other details.

May Build Track in San Jose.

A project to build an eight-lap bicycle track surrounding a skating rink similar to the one which has proven such a success in Salt Lake City, is now under consideration by San Jose, Cal., capitalists. Plans already have been drawn by architects and the whole will cost in the neighborhood of \$9,000. The building will be roofed and bicycle races will be run under the glare of electric lights. Several sites have already been examined for the erection of such a building. The intention is to locate the structure as near the center of the city as possible.

Motorcyclists at Vanderbilt Cup Race.

As usual, motorcyclists will play a part in the affairs of the eliminating trials of the Vanderbilt cup race which occurs today on Long Island, and in the race itself on October 6th. E. W. Carritt, vice-president of the Brooklyn Motorcycle Club, will have charge of the motorcycle patrol and telephone service, and T. K. Hastings, Eastern vice-president of the F. A. M., of the motorcycle courier service.

"SORE" PROS AT VAILSBURG

**Try Petty Trick to Hurt Attendance—But
Big Crowd Sees Spirited Sport.**

In an easy victory, Charles A. Sherwood, the crack member of the New York Athletic Club bicycle team, last Sunday, 16th inst., at the Vailsburg track, increased his lead in the national amateur championship five points, and if he wins one more first and gets placed in the final of another, the popular young New Yorker will have the title in front of his name. Sherwood now leads with 12 points, while the runners up are George Cameron, New York A. C., with nine, and Watson J. Kluczek, Roy Wheelmen, with five.

The weather last Sunday was just cool enough to make bicycle racing enjoyable and a crowd of over 5,000 spectators turned out to applaud their favorites, notwithstanding the efforts of some of the disgruntled professional riders who were barred from the grounds, to keep them from entering the gates. The management had anticipated trouble, and had taken time by the forelock and secured the services of two mounted officers, who stationed themselves near the entrance. The *Bicycling World's* prediction that the manager would pay back the professional riders in their own coin for causing a strike the previous Sunday came true, and there were no professional sprint races on the program. This made several of the riders, including Rupprecht and the Bedell interests, just a trifle vexed, for bicycle riders are, as a rule, somewhat averse to handling the front end of a street car, pounding bricks or singing out "beef and—fat!" in near restaurants, so they stationed themselves outside the gates and announced to each carload of passengers as they alighted: "No pro races to-day!" The police soon chased the peace disturbers away from the grounds and later from the car barns below where they attempted to dissuade people from attending the meet. The disgruntled riders were effectually squelched and if their admirers once had any admiration for them they must have lost it now.

There was a pro race, however, but it was a motorpaced affair between Elmer J. Collins, the undefeated Lynn amateur, and James F. Moran, of Boston, who had trounced Pat Logan the previous Sunday. By one of those perverse freaks of fate Collins was technically defeated, but all the glory of the race belongs to him, for he undoubtedly, figuratively speaking, rode the legs off the Bostonian. Collins is but a slip of a lad and when he rode on the track there were many who thought his 107 pounds would not long stand the onslaughts of chunky Moran. But Collins has defeated every pace follower of note in this country with the exceptions of Moran and Walthour, whom he had not yet met, and the youngster "delivered the goods."

The race was from a flying start and the distance twenty miles. Saunders was in front for Collins and Dennis Connolly rode the motor for Moran. At the getaway Moran drew the lead and at the end of the first lap led by ten yards, which he held for two laps, Collins pulling up even at the first mile. The Lynn boy then went in front and fought Moran to a standstill for two miles, leading at the third by 30 yards. Moran took the initiative in the next lap and kept only a short distance in front until one lap before the sixth mile when Collins began the attack. Although he moved up alongside and even pushed a half length ahead, he was unable to go by on the banks and Moran still led at seven miles. Two laps later Collins called for more speed and he went by Moran like a catapult, increasing the gap between them with each succeeding lap. Collins kept in front for seventeen laps when Moran suddenly developed unexpected strength and took up the running for a slight gain. Collins kept close up and it was apparent that he was resting preparatory to making a grand go-by. But the unexpected happened and Collins' rear tire popped at 17½ miles and while he was changing mounts Moran had moved up for a gain of a lap and a half. When Collins got on again he started out to break records and his determination to win drew a burst of applause from the grandstand and bleachers. He made a brilliant effort and at the nineteenth mile had Moran gasping for breath and had gained all but half a lap. Then the way the Lynn boy made the rickety old track tremble was pretty to behold. At the bell Moran led by about 80 yards and as Moran flashed over the tape Collins was coming like a locomotive down the stretch only 45 yards away. Collins made a brilliant effort and had they gone another lap he would have won easily as Moran was plainly "cooked." The plucky little pace follower was liberally cheered for his ride.

Quite a classy bunch of aspirants for championship laurels qualified for the semifinals of the one-third mile championship race. They were Charles A. Sherwood and George Cameron, New York A. C.; Urban McDonald, Tiger Wheelmen, Watson Kluczek and James Zanes, Roy Wheelmen; Charles Mock, Century Road Club of America; Frank Eifler, of the Association and Jacob Magin, National Turn Verein Wheelmen. Sherwood and Mock easily qualified in the first and Frank Eifler made his famous runaway in the second. Kluczek looked good for second, but George Cameron apparently rode wide on the stretch and got in. Sherwood, Mock, Cameron and Frank Eifler wanted to run away, but Cameron made his bid and Mock pulled Sherwood around. When Cameron saw Sherwood pass him he quit. Mock got third and Eifler was far in the rear. There now remains to be run the five, quarter and one mile championships and either Cameron or Kluczek looks good for the five with Sher-

wood possibly getting the other two. Last Sunday George Cameron appeared on the track with a brand new Yale bicycle, having given up his Reading Standard. Sherwood also rides a Yale, Kluczek rides a Tribune, Eifler a Reading Standard and Mock a Columbia.

An effort is being made to have the management run off the middle distance amateur paced championship before the season closes and those who would probably ride for the title are McDonald, Kluczek, Cameron, Jacobs, Tommy Smith, Eifler, Kessler, Magin and Ferrari. It would, no doubt, prove an interesting struggle.

The five mile amateur handicap proved an interesting struggle with the field bunched at two miles and twenty-three riders grouped at the bell. At the beginning of the last lap Kluczek led followed by Mock, Duester, Frank Eifler and Cameron. Sherwood was far back and it appeared almost impossible for him to get to the front. Kluczek led into the home-stretch but McDonald, who had been as usual doing a good share of the pace, came up strong from the rear and assumed the lead, passing Kluczek. How Sherwood got through is one of those unexplained mysteries, but he did, and moving up abreast of McDonald as they crossed the tape. A blanket finish resulted, Kluczek leading Cameron across by two inches. The judges made a grave mistake and said Frank Eifler got third, when Eifler was a length behind Cameron. Cameron himself said Kluczek beat him by two inches and everybody but the judges saw it. No doubt it was a mistake, but the mistake robbed Kluczek of third place, which he certainly deserved.

Since the *Bicycling World's* exposure about "ringing in" in the novice races, the management has held up the medals and last Sunday all who lined up for this race looked the part. Hereafter all novice winners will have to show their birth certificate or the fly leaf from the family Bible ere they can collect. It is hoped that the despicable practice may be rooted out.

One of the interested spectators was National Champion Frank L. Kramer, lately returned from Salt Lake City, where he trounced Iver Lawson, the ex-Great, and corralled \$2,100. Kramer looked a trifle fat, but healthy, and was introduced—although it was hardly necessary—to the spectators and he received a rousing ovation. Kramer is carded to ride an exhibition to-morrow, Sunday. Following are the summaries of last Sunday's events:

Half-mile novice—Final heat won by Joseph Szedlak; second, Fred Neuschaefer, N. T. V. W.; third, G. Lotsey, Bay V. W. Time, 1:53.

One-third mile, national amateur championship—First heat won by C. A. Sherwood, N. Y. A. C.; second, Charles Mock, C. R. C. of A. Time, 0:47. Second heat won by Urban McDonald, Tiger W.; second, Jacob Magin, N. T. V. W. Time, 0:45. Third heat won by James Zanes, Roy W.;

second, George Cameron, N. Y. A. C. Time, 0:47½. Fourth heat won by W. J. Kluczek, Roy W.; second, F. W. Eifler, C. R. C. A. Time, 0:46½. First semi-final heat won by Charles Mock, C. R. C. of A.; second, Chas. Sherwood, N. Y. A. C. Time, 0:48½. Second semi-final heat won by F. W. Eifler, C. R. C. A.; second, George Cameron, N. Y. A. C. Time, 0:49½. Final heat won by Charles A. Sherwood, N. Y. A. C.; second, George Cameron, N. Y. A. C.; third, Chas. Mock, Century Road Club of America; fourth, Frank W. Eifler, Century Road Club Association. Time, 0:51.

Five-mile handicap, amateur—Won by Urban McDonald, Tiger W. (50 yards); second, Charles A. Sherwood, New York A. C.; third, F. W. Eifler, C. R. C. A.; fourth, George Cameron, N. Y. A. C. Time, 11:40½.

Twenty-mile motorpaced match, professional; between Elmer J. Collins, Lynn, Mass., and James F. Moran, Boston:

Mile.	Leader.	By Yards.	Time.
1.	Moran	0	0:1:55
2.	Collins	20	0:1:54
3.	Collins	1	0:1:54
4.	Collins	40	0:1:56
5.	Moran	3	0:1:52
6.	Moran	10	0:1:52
7.	Moran	15	0:1:55
8.	Collins	2	0:1:54
9.	Collins	50	0:1:55
10.	Collins	10	0:1:56

11.	Collins	5	0:2:00
12.	Collins	20	0:1:57
13.	Moran	5	0:1:50
14.	Moran	15	0:1:51
15.	Moran	5	0:1:53
16.	Moran	5	0:1:52
17.	Moran	5	0:1:53
18.	Moran	440	0:1:53
19.	Moran	220	0:2:03
20.	Moran	45	0:1:48

Total10:38:03

No Tents on Wheel About Hub.

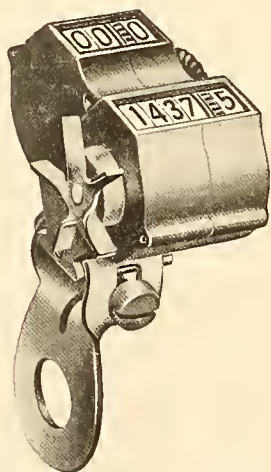
It transpires that cycle camping did not form a feature of this year's "Wheel About the Hub," as had been originally planned. The owner of the field at Massapoag, Mass., where the tents were to have been pitched, asked such a St. Regis price for the privilege that the idea was abandoned. While the historic event was as enjoyable as ever, it is, sad to say, being so generally diluted with automobiles, that there is danger of its cycling flavor being lost. There were nine motor cars in the party and as usual, M. M. Belding and J. S. Obermyer, both former chief consuls of the L. A. W. in New York, occupied one of them. George B. Woodward, the first president of the Boston Bicycle Club, and his son, Kenneth, were in another of the four-wheelers. This was not surprising, however. But the fact

that W. B. Everett and Abbott Bassett, the latter the secretary of the L. A. W., were in seats instead of astride saddles, made some eyes blink. Eighteen bicyclists were in evidence, however, and, of course, "Papa" Weston and Will R. Pitman were of the number and they do say that for the first time, "the Father of American Cycling" walked up two of the hills. Pitman is a devotee of the two-speed gear and walked not, but "Papa" disdains that device and found his 97-inch gear a trifle too strenuous, seeing that he is not quite as young as he was when he organized the Boston Bicycle Club 28 years ago. The others who rode bicycles were Capt. W. G. Kendall, George L. Cooke, C. B. Alley, Tom H. Hall, Allen W. Swan, E. F. and J. B. Kelly, J. Rush Green, L. C. Marshall, A. D. Peck, A. F. Wyman, A. M. Skinner, George F. Steele, John M. Dean and E. S. Hemmingway; Theodore Rothe rode the only motor bicycle in the party.

American Negro Wins in Germany.

"Woody" Hedspeth, the Germanized American negro, actually won a race recently. It happened at Munich, on the 2nd inst., when Bader's trainer—that's Hedspeth's job—won the scratch race, from Uhl and Shreiner. In a 100-kilometres paced race at the same meet, Hedspeth ran fourth, Dickentmann, Vanderstuyft and Centenet finishing in the order named.

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CYCLISTS IN BALTIMORE JUBILEE

Play a Conspicuous Part in the Celebration
—Many Fancy Costumes Worn.

In costumes representative of many nations, youngsters not three feet high, elderly men astride antiquated "ordinaries," as well as middle-aged and young men on machines of the present day, made up the bicycle section of the great carnival pageant at Baltimore's jubilee festival on Friday night of last week.

Not since the so-called heyday of cycling have so many bicycles been seen on the streets of the Monumental City at one time and it is safe to say that never before in the history of Baltimore's cycling has such a vast concourse of people stood by and watched such a parade of cyclists. Baltimore's renewal of interest in cycling was graphically depicted in the changing panorama and such remarks as "I did not know cyclists had ambition to get out in fancy dress parade any more," or "Never had an idea there were so many cyclists in Baltimore". Undoubtedly the fantastic cyclist division was the most talked-of feature of the big parade and will be for some days to come. Although Baltimore is conceded to be "slower" than Philadelphia—a suburb of New York City—it has remained for the Chesapeake Bay oyster eaters to show their northern brethren what they can do in the way of bicycle parades. There were many unique representations in line on bicycles and they even out-rivaled Philadelphia's famous "Mummers."

William H. Logue, attired in Maryland colors, with a large sprocket insignia on his arm, was grand marshal of the cyclists' division of the parade and he was ably assisted in getting his men together by his aids, Benjamin Logue and Charles Crockett. The cyclists formed on McCulloh street, west of Eutaw. Headed by a portion of the Fifth Regiment Band, under N. C. Kratz, members of the American, Patterson, Druid Oak, Curbstone, Lafayette and Crescent Wheelmen and the unattached riders made up a line of more than 500.

The cyclists experienced some trouble at the start in getting their proper place in the line. They had to take chances, riding between floats, until finally gathered together.

They were the only persons in the great pageant honored with prizes. These were awarded for the best decorated wheel and the second best; the most grotesque and the next and the most unique. The club having the largest number of men in line and the second organization in this respect also received prizes. It is natural to add that "Billy" Logue donated the prizes.

As one gazed over the shoulders of the riders as they approached they presented an animated picture. Here the tall figure of Uncle Sam loomed up near the "domino" girl. "Grandmother" chased "Top-

sy," while "the Devil" watched an opportunity to take charge of an "Indian" after he had scalped a "schoolboy." Here you could see a peddler with his wares spread out, while the clown mocked him until he was forced to dispose of his trinkets.

Every machine was decorated. In some instances the decorations completely obscured all parts of the machines. Along the route the various riders carried red fire torches, and the rays lent beauty to the scene. Few of the thousands of onlookers failed to note the tiny figure of Moran Riggan, who is only five years of age. Not three feet in height, the little fellow maintained his proper place in line, and he looked like a fairy as he guided his little machine. Harry Russell, another five-year-old midget, and William Wood-year, 1 year old, were among some of the youngsters in line.

True to the city which gives him a home and trying to do his best in aiding in her celebration, William F. Sauer was attired as Miss Baltimore. He wore a black waist, trimmed with yellow, and a black net skirt over yellow silk. Upon his head was perched a large picture hat of yellow, trimmed with black plumes. A pennant announced his impersonation, but that was hardly necessary, as he was greeted with cheers repeatedly.

Milton Barnhardt represented "Plenty," and carried a huge loaf of bread. Charles O. Reville and Thomas W. Baker, on an old-fashioned cross-bar tandem machine, looked well. Walter Blume, as the little kindergarten boy, behind Edward Morrisett, Joe Falter and Elmer Ellis, in red, white and blue costumes, made a good appearance. James Gunther, as Uncle Sam, had a float extended round the top of his wheel, with the inscription, "Greater Baltimore—A Glorious Recovery."

William Wood and his son, Luken, dressed as straw men, made quite an impression. Around the frame of his wheel and high in the air, C. Weber had a series of hoops arranged and trimmed with orange and black. James Johnson came next with American flags that completely hid his bicycle frame. William Thompson decorated his wheel with white bunting so that not a portion of the frame was visible. Joseph Schellenberger and Walter Reinheimer were bedecked with tinsel.

No one would have known William Brunnett, attired in a white dress. Albert Meyers, dressed as Topsy, had his wheel illuminated with small lamps.

J. Lawrence Carr, as a gentleman, with a high, followed Jacob Ludwig, the Indian. Royden Mabbett and Griffith Cole, on a tandem, had a monument built several feet higher than the frame of the machine. Old Glory waved from the top of the shaft.

Edward Allard, who is remembered by all of those who knew cycling in its best days, was in line, as usual. He wore the red and white silk cap and jacket of a jockey. Louis Gawthorp was dressed as

"Mother Hubbard" and Walter Kraft looked the part of "Grandmother." H. Boehm, W. Hammond and E. Boehm were trying to imitate the "Yellow Kids." Charles J. Gass and Albert Krichton made up well as clowns. Frank Ripple was attired as "Faust" and William Bender as a "has-been" racing man.

Besides these, Howard French had decorated motorcycles ridden by W. S. Fischer, Harry Fischer, William Wood and William Johnson, in the line. An Indian motorcycle delivery van driven by Herbert Weber attracted its share of attention.

The Place for the Brake.

That the rear wheel is the proper place for the brake on a bicycle has seldom been better illustrated than by the evidence brought out at an inquest to inquire into the death of a cyclist in a small Irish village recently. It showed that the rider had suddenly come upon a herd of donkeys occupying the entire roadway and had jammed his brake down so hard that he was thrown violently. He lighted on his head, fracturing his skull. It did not take bicycle manufacturers long in this country to realize that applying a braking effect to the front wheel was contrary not only to the most elementary laws of physics, but to common sense as well. And the fallacy of applying friction to the tire or any part of the periphery of the wheel was also self-evident, so that during the interim between the abandonment of the archaic form originally provided for the old ordinary, where it was particularly dangerous, and the advent of the coaster brake, American makers preferred to leave their machines brakeless rather than adopt any of the half-way makeshifts that inventors were certain represented the acme of efficiency and convenience. But the Britisher has never been able to see things in the same light and as a result machines made in the Tight Little Isle are still covered with contraptions known as "rim brakes" and which are applied by the foot and hand, or both, to the front and rear wheels respectively, and this despite the fact that the British bicycle manufacturer has got halfway toward the coaster brake in the free wheel.

Walthour Easily Defeats Darragon.

Although Louis Darragon may be the motorpaced champion of France, America can mill out as good and better, as witness the match race between Darragon and Walthour at Brussels, on September 1st. The distance of the first heat was 20 kilometres and Walthour won by several lengths in 18:23. Walthour finished the second heat one lap and three lengths to the good and when the piston announced the finish of the third and last heat, 30 kilometres, the American was much in the lead. The time for the last heat was 27:11½. At the same meet, Gus Lawson, Walthour's pacemaker, won the 5,000-metre pacing machine race in 4:22½.

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having taken over the cycle business of the George N. Pierce Co. will steadfastly adhere to that policy, and their entire interest and energy now being concentrated in the production of such bicycles, certain advantages will accrue therefrom; these will serve to make the Pierce Agency a more valuable asset than ever and are such as offer attraction to all dealers intent on the proper advancement of the cycle business, which is equivalent to saying their own advancement.

KINLOCH'S BIG CAPTURE

Paterson Dealer Nabs an Interesting Cycle Thief—Loot Sold in New York.

Last week the police of Paterson, N. J., turned over to the United States Naval authorities at the Brooklyn Navy Yard, the person of one Andrew Horn, of several residences, but originally of Paterson, and who for some weeks had been languishing in jail there for bicycle thievery. Horn was not only an unusual cycle thief, but a deserter from the Navy and one who, therefore, could be better appreciated by Uncle Sam than by Paterson.

His exciting and varied career came to an abrupt and jolting termination just prior to the jail episode, when he was seized in the railroad station in Paterson, by Andrew Kinloch, a local cycle dealer, when in the act of boarding a train for Jersey City with the latter's bicycle, which had been stolen from him but a few moments previously.

For some little time, Paterson's cycling citizens have been complaining to the police of the loss of their bicycles, which almost invariably were taken openly from some conspicuous place where their owners had just quitted them. The average rate of disappearance at length rose to the alarming amount of one a day, and still the police got no nearer to the thief or thieves.

At length, one day late last month, Tunis Regenburt, of 143 East Main street, reported the loss of a machine, and later it was found at the home of an Italian, one Charles Mansfield, who lives in Passaic. The police had hardly ceased congratulating themselves over the capture of the thief who had caused all the mischief, as they supposed, when, on the following day, F. M. Cooper, of 145 Fairfield street, reported the loss of another mount from the street in front of the Municipal Building. He had left it leaning against the Hobart statue for a few minutes, and when he returned, could find no trace either of bicycle or the thief.

One day last week, however, Dealer Kinloch rode his machine from his place of business at 272 Straight street, to a garage in Paterson street, and left it outside while he sought an interview with the proprietor. Returning, he discovered that it had disappeared. Kinloch, whose hair is red and who is well charged with energy, being of the breed that wastes no time in making complaints to the police while there is yet daylight, started off at a trot to the nearest corner, and seeing no sign of a bicyclist there, retraced his steps, and scampered off in the opposite direction. He had gone only as far as the Market street depot, when he saw a man in the act of loading a bicycle on a train which was about to start toward Jersey City. Wasting no time in useless palaver, the irate Kinloch pounced on his collar and without further ado pro-

ceeded to belabor him until the officer stationed on post there interfered. The wheel was at once identified as the dealer's property, and the thief, who proved to be Horn, was locked up.

Later, it transpired that Horn, who latterly had been a Brooklynite, had enjoyed a checkered career while living in Paterson, and had several times been arrested, finally winding up in the reform school. On "graduating" from that institution, he had enlisted in the navy, which, proving not to his liking, he had deserted, not, however, before he had managed to steal a goodly number of small arms and other portable articles, which it was his habit to cast over the wall of the Navy Yard, afterward recovering them and putting them in pawn.

During the several months which had elapsed since his desertion, he had apparently been doing a thriving business in cycle stealing. This was developed by his own confession after the police had taken from him a notebook containing the specifications of a large number of machines against each of which appeared the prices at which they had been sold. He finally was brought to admit the thefts, and said that he had sold the machines through the assistance of a Jersey City accomplice, to the Broadway Bicycle and Sundry Manufacturing Company, which, notwithstanding its pretentious title, transacts an underground business in a basement at 60 Vesey street, New York City.

In addition to his ventures in Paterson, Horn admitted having worked in Jersey City until the climate began to grow too warm for his health, and it is thought that he had also made excursions in other directions within each reach of the New York market. On his person at the time of his arrest, were found over fifty pawn tickets, supposed to be in pledge of various articles which he had come by in his independent fashion, and an effort is being made by the police to locate some of this and the cycle loot. Despite his lengthened criminal history, Horn is but twenty-two years of age.

The Matron on Motorcycling.

"Bicycling is an excellent way to reduce one's superfluous flesh, and I, for one, am glad that it has come into fashion again," a staid matron who is often heard to mourn over her "too solid flesh," is quoted as saying to the staid New York Tribune. "With the motorcycles," she continued, "little exertion is required, yet the sylph-like results are quite as apparent as when the old style wheels were popular. The novelty of automobiles, you know, is waning, and just now motorcycles are considered a bit more exciting. They are expensive, too, and available only for the wealthy. But best of all, to my mind, is the becoming costume one can wear. The smart short skirt and small black hat look far more chic than an auto veil and blue goggles. Ugh, those ugly goggles!

TRYING TO LAY THE DUST

Massachusetts Town Tackles the Problem and is Testing Several Solutions.

Through the experiment of applying a solution of calcium chloride and water to dirt roads to lay the dust, has been in progress in Beverly, Mass., little more than a week, it has so far given very satisfactory results. The experiment is being tried on West Street, near West Beach, by a committee of men who have for several years interested themselves on the subject of good roads in the town. Colonel William D. Schier is one of the committee and he has figured out the cost of the calcium chloride treatment and states that it is not more expensive than sprinkling with water. It must have been the custom to sprinkle the road with water four times a day. By using the chloride treatment the use of some of the watering carts can be dispensed with, which will materially lessen expenses.

About a week ago two applications of calcium chloride were made and since that time there has been no dust whatever, it is stated. One pound of calcium chloride is used to a gallon of water, and it costs about 1.1 cents per running foot for a street eighteen feet wide. Colonel Schier expects that in future it will not cost more than 1.5 cents. The first two applications cost about \$100 per mile. If the chemical could be purchased as cheaply as in England and the solution prepared in large quantities the cost would be materially reduced. It is figured that the next application ought not to cost more than \$50 a mile.

The same men are also experimenting with crude Texan oil, which has a basis of asphalt. This is the material used in California with much success. It costs here about 3.5 cents a foot for the oil, exclusive of the cost of applying it. This treatment is being tried on Brindle avenue, Beverly, which is a gravel road. It is also to be tried on a macadam road. Colonel Schier went to California last week, and when he returns hopes to make an experiment in building a macadam road with oil as a binder for the top surface instead of water. Under the usual system of constructing macadam road the fine top surface is laid in water, and when rolled down hardens into a cement-like surface. It is thought that if the top surface were laid in crude oil containing asphalt a top surface as hard and smooth as asphalt itself would be formed. These experiments in Beverly are being watched with much interest by the Highway Commissioners of Massachusetts who are seeking some remedy for the stripping of the State roads by automobiles, and the results of the Beverly work will also be of much interest to highway engineers everywhere.

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THE JOYS OF TOURING

And How Best to Obtain Them—Also How They may be Lost.

I have recently been discussing the touring question with a pessimist of the deepest dye, writes Jock in the *Scottish Cyclist*. A few weeks ago he was a light-hearted optimist; he was contemplating his first real cycling tour, had joined the Cyclists' Touring Club, purchased a collection of maps and road books, and had generally settled down to carry out his idea of a three weeks' tour in a very whole-hearted fashion. Now he is inclined—so he tells me—to “chuck it,” which means in this connection, I believe, to abandon the idea. Were he to be interrogated as to whether he was down-hearted, instead of the resonant No! to which we are accustomed, I am afraid the answer would have been in the affirmative. He has, in fact, lost faith in his fellow-cyclist.

Starting off with the idea of organizing a party—quite a small party too—of about half a dozen of his friends, he has been endeavoring to extract from his circle of acquaintances promises of support for his venture, and, after three weeks' badgering of all and sundry, he has had to confess that his scheme has so far proved a complete failure. One man would tell him the affair was too far ahead to think about yet; another declared it was mooted too late, and he had made other arrangements; others fancied touring would be too much of a fag; another had married a wife, and evidently agreed with Bacon that such an acquisition is an impediment to a great enterprise, and so on. The net result, however, for my worthy friend is that he must either tour alone—which, being socially disposed, would be distasteful—or he must throw in his lot with a party of strangers. Many a time in the past I have been in a similar quandary. Though my cycling acquaintances constitute a numerous body, I have on occasions when attempting to arrange a touring party found all of my persuasiveness fruitless when endeavoring to induce a few to join me in a few days' wandering awheel. Happily, I can tour alone, if needs be, with no regular companion to hold communion with save an interesting book, and, though disappointed, I have been able to find a measure of enjoyment in taking solus what my friends would not allow me to take in company.

There are certain cyclists, and they constitute a fairly large proportion of the riding public, who make a practice of rigorously eschewing the use of the bicycle during the one grand opportunity of the year which their annual holiday affords. Frequently they display the utmost enthusiasm for the pastime during the remainder of the season, taking a spin on each of the half or whole holidays, which speckle like

the plums in a cake the prosaic routine of everyday life. They traverse the same familiar routes year in and year out, and never weary of the iteration of the oft-repeated scenes; yet when the chance is given them to visit fresh woods and pastures new they discard their bicycle, and prefer the dull boredom of the conventional seaside resort to the ever-changing panorama, the ever-interesting scenery which a cycle tour undoubtedly must and is usually the case affords.

“Taking your holiday on the bicycle?” you ask, when Jones tells you he is off for a fortnight's interval in the monotonous grind which wins him his daily bread. “No fear, my boy, I am going to enjoy myself.” Jones puts a decided accent on the penultimate word, as if his favorite pastime were more penitential than pleasurable, and you wonder—unless your notions on the subject are akin to those of Jones—why it is

ment, or most surely he would not devote himself to it so assiduously when occasion offers.

Why, then, does Jones discard the means to enjoyment when enjoyment is his aim? Verily, it seems an anomaly, and the explanation is not easy to find. Perhaps it is that he and his prototypes, having never toured, know not the delight that touring can afford. This seems to me the most feasible explanation, for, as far as my observation goes, I find that the man who does not tour is invariably the man who has never tried a tour. Once a tourist always a tourist, might be accepted as an aphorism were we to except those who have perforce dropped out of the ranks from causes not born of personal inclination. Certain it is that the man who has once spent a holiday in this way will rarely be found in the ranks of those who decry cycle touring. Even though he may have been compelled to relinquish it himself, the recollections of his wanderings will cling to him, the pleasures he once enjoyed therein becoming magnified by the passing of time, and he will be found among the most sturdy advocates of touring.

Has the reader of these lines yet tried the experiment? Has he yet attempted the most unpretentious tourlet—say, for a week, even for three or four days? If he has not I pray him take my advice, and make up his mind to do so at the earliest opportunity. Let him seek one good companion, not more, or he may split on the rock on which my too ambitious friend referred to came to grief, and plan a trip through country new to both. Let him not worry too much about sights to be seen, about miles to be covered, or, indeed, about anything. In fact, let him avoid any disposition to feel that anything has “got to” be done. Let him do all this, and if he be not inoculated with an enthusiasm for this side of the pastime, and an unconquerable desire to repeat his initial attempt, he must be either a weakling or possessed of a soul dead to the appreciation of Nature's charms.



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that he should seize every other available opportunity for scouring the country on a bicycle. Strange, is it not? In the ordinary way Jones is an enthusiast for cycling. During the season his bicycle is the constant companion of his hours of relaxation. He may be of the potterer type, one of those who love to amble along quietly by secluded ways, to sprawl on the grass at intervals, and admire the natural beauties of his surroundings through the vapory veil of tobacco smoke; or, on the other hand, his cycling may be of the strenuous order, his delight may be to vanquish distance, to give full play to his animal muscularity, and make the miles fly past him with what speed he may, only to rest content when he has attained the goal for which he has been striving within a limited space of time. To whichever class he belongs there can be no doubt that his cycling spells enjoy-

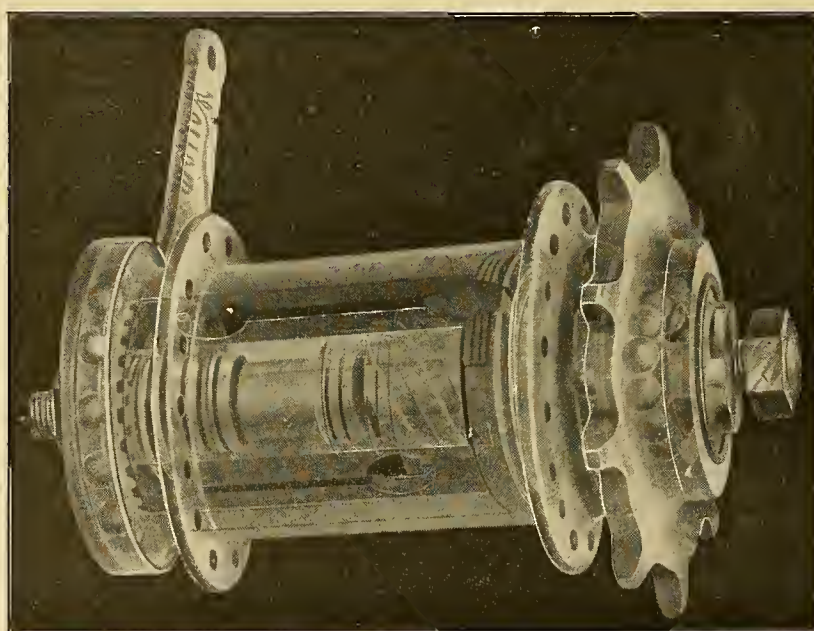
How They Steal Their Own Bicycles.

Two cyclists who were on a day's ride had an amusing experience in a Western town recently. They went into a restaurant to prepare the inner man for the afternoon's ride and when they emerged feeling much better were chagrined to find that both of their mounts had disappeared. The police were immediately informed and the cyclists decided to walk about town and wait a few hours to see if their property was recovered. They had not gone far before an opportunity to wet their sorrow down presented itself and they took advantage of it. The first objects to meet their eye upon entering the wet goods emporium were the missing bicycles. Having stowed away a generous libation they set forth again, but had not gone a block before they were arrested for stealing the mounts.

ACCIDENT INSURANCE

THE MORROW Coaster Brake

is an insurance investment that should not be overlooked by bicyclists and motorcyclists, whether riding for pleasure or business.



Here is the experience of a well-known dealer:

"Allow me to tell you what I consider was a good test for your brake. I was driving a 1906 "Curtiss" single cylinder machine with two riders at the rate of about 30 miles an hour and just got to the top of a short steep knoll when I saw within 10 feet of us a young horse hitched to a buggy and on his hind legs and crosswise of the road. It was a case of stop or get smashed up as there was no room to pass and if ever one of your brakes got a test I think it did then as I set, with the result that it stopped the machine within about a foot of the rig and almost turned the machine around, it worked so well, never damaging the brake a particle. I have ridden Motorcycles for the past few years and this is the first brake that I have given anything like such a test without breaking something."

ECLIPSE MACHINE CO.,

Elmira, N. Y.

Koster Has the Most Points.

Riding with a handicap of four minutes—the limit—William Voring was the first of nineteen Edgecombe Wheelmen to cross the tape at the finish of the ten mile championship road race of that organization at Valley Stream, L. I., last Sunday, 16th inst. Voring's time was 30 minutes 20 seconds. Reese Hughes, the second man to finish, won first time prize from the 1 minute 30 second mark. The ten mile race last Sunday was the fourth of a series of seven races by which the club's championship is determined annually and Emil Koster now leads with 33 points. The other leaders in the point score are: Nick Kind, 31 points; Albert Anderson, 29; Richard Hughes, 25; and Chris Kind, 25. The order of finish in last Sunday's race follows:

Pos.	Rider.	Hdcp.	Time.
		M. S.	M. S.
1.	Wm. Voring	4:00	30:20
2.	Reese Hughes	1:30	27:17½
3.	Nick Kind	2:00	27:47¾
4.	Chris. Kind	2:00	27:48¾
5.	Richard Hughes	5:00	31:24¾
6.	Samuel R. Morrison	1:30	27:27
7.	Otto C. Brandes	scratch	28:07
8.	Emil Koster	1:30	28:18
9.	Fred Wurster	3:00	32:04
10.	Frank Lane	scratch	29:10

Says Cycle Racing is Unrivalled.

Testimonials are going out of fashion more or less, owing to their overworking by the proprietary medicine people, yet when they are authentic and ring true, they are still worth repeating. The following sentiment from S. F. Edge, the British automobile maker, who began life as a bicycle racer, is worth committing to memory for its own sake. In his opinion cycling stands head and shoulders above every other sport.

"It can be participated in," he says, "at any period of the year, at any age, and can be varied to a greater or less degree absolutely to suit the necessities of the individual. It can be competitive or non-competitive, it can be violent or gentle just as the system, fancy, desire, or requirements are, and for those to whom time is money it can start and finish at one's home, and the whole of the spare time can actually be devoted to this particularly health-giving exercise. Therefore, as one who has tried nearly every form of exercise, both violent and otherwise, I put cycling far away at the head of all of them."

Peterson Takes Two Events.

State Centurion Fred E. Peterson, of the New Jersey Division of the Century Road Club of America, captured two of the four races at the annual carnival of sports promoted by the C. R. C. of A., on Staten Island, N. Y., last Sunday, 16th inst. Jersey riders made the big bags, getting all the prizes. H. E. Fischer finished first in the five mile handicap and was third in the

one mile open, Joe Nois crossing the tape first. The summary follows:

One mile open—Won by Joe Nois, second, O. Nelson; third, H. E. Fischer; fourth, Emil Leuly. Time, 2:40.

Three mile open—Won by Fred E. Peterson; second, Harry Early; third, Ben Eveson; fourth, Frank Blatz. Time, 7:55.

Five mile open—Won by Fred E. Peterson; second, Harry Early; third, Ben Eveson; fourth, Frank Blatz. Time, 15:00.

Five mile handicap—Won by H. E. Fischer (4:00); second, J. Nois (5:00); third, Frank Blatz (3:00); fourth, Peter J. Baum (scratch); fifth, Emil Leuly (5:00) Time, 12:45.

American Motorcyclists

are already well aware of the unrivalled comfort and quality of the world-famed

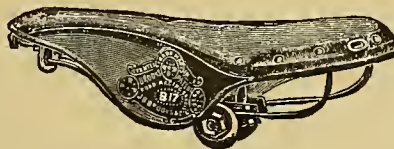
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American Cyclists

now will have the opportunity to become acquainted. We have obtained control of the American sale of the full line of the Brooks saddles and to all riders able to appreciate the combination of

QUALITY, COMFORT STYLE AND DURABILITY

we recommend the

**Brooks B17**

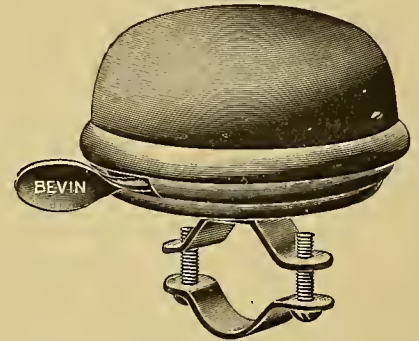
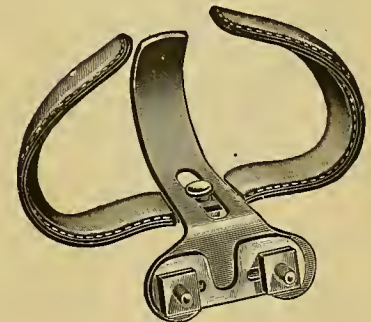
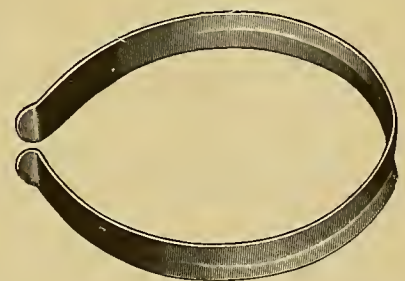
There is no other saddle just like it or half so good.

Inquiries Invited.

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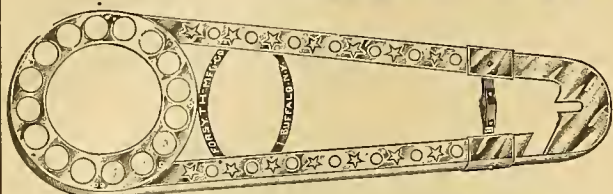
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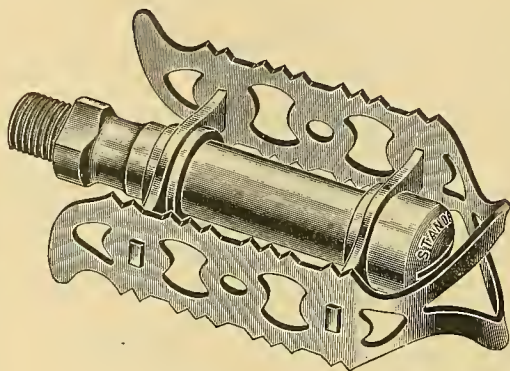
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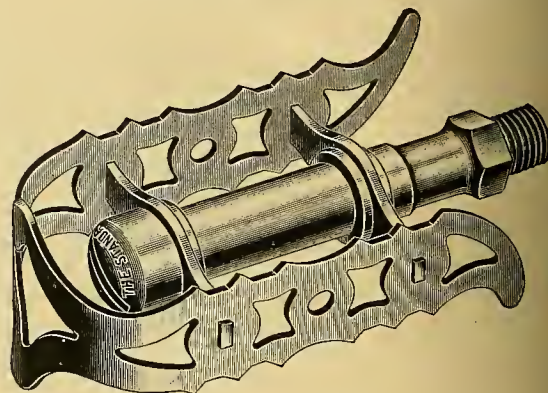
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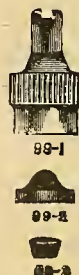
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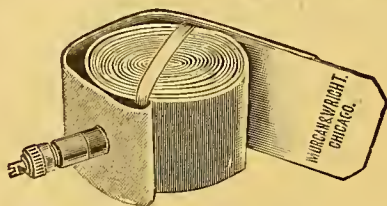
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